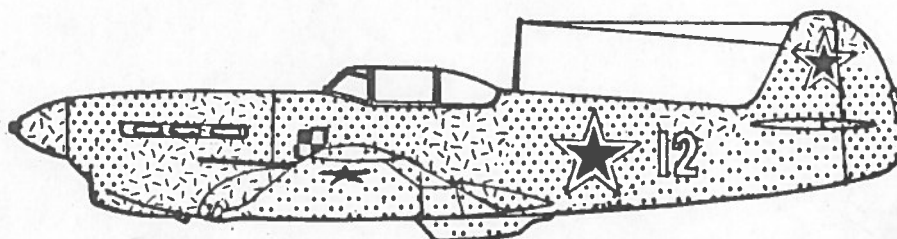
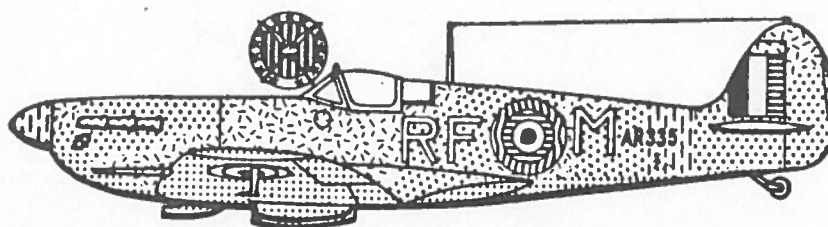
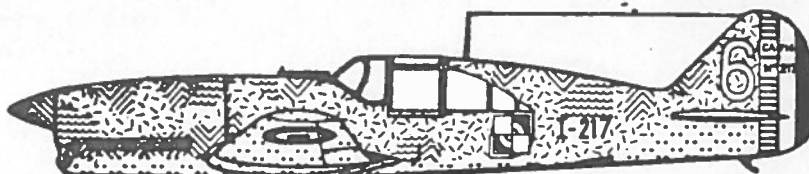
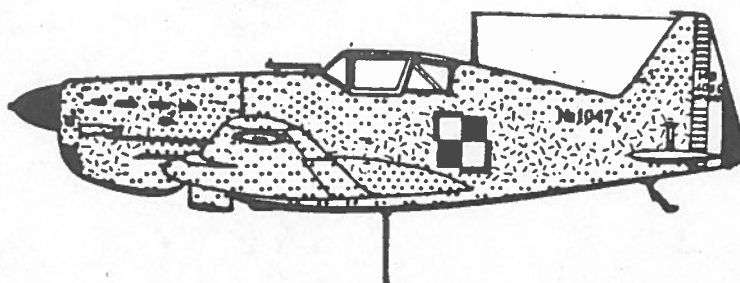
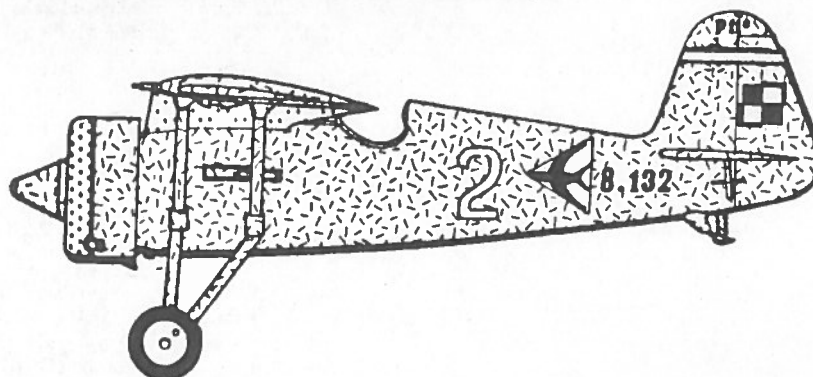
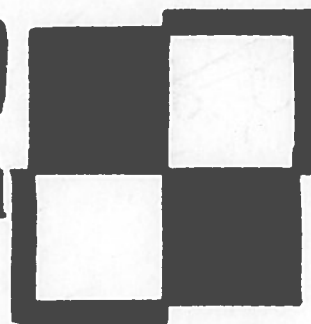




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SMALL AIRFORCES OBSERVER



Vol. I

No. 4

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April 1976

SMALL AIR FORCES OBSERVER
THE NEWSLETTER OF THE
SMALL AIR FORCES CLEARING HOUSE

VOL. I No. 4

APRIL 1976

COVER COMMENTS: Our cover this issue was designed by R. Chołoniowski with the aircraft drawings by K. Chołoniowski (SAFCH #96) and R. Iwanski (SAFCH #107). The aircraft are (from top to bottom):
-PZL P-11c No. 114 Sqn. 4 PL 1 Dyon.
-Morane MS-406 Montpellier Sqn., Groupe de Chasse III/2.
-Caudron C-714 Groupe de Chasse Polonaise de Varsovie 1/145.
-Spitfire 303 (Kosciuszko) Sqn.
-Yak-1M 1st "Warsaw" Fighter Regiment, 4th Composite Air Division.
A fitting cover for an issue that features the Polish Air Force.

EDITORIAL: This issue marks the end of our first Volume. Since it is time to renew your subscription, I would like to review our accomplishments to date. We now have 209 members and have published four issues of the SAFO containing over 100 pages of information and drawings with a full page or more devoted to each of 27 countries. We have also sold 57 sets of Polish decals.

I believe that we have conclusively shown that a useful magazine can be published without any one person or even a small "editorial staff" doing all the work. Twenty-eight (28) authors contributed to our first volume.

Our international nature is well established with 89 non-US members representing 22 countries. The Netherlands is tops with 15 members, followed closely by Czechoslovakia with 12. Canada has 10, England 8, Poland and West Germany 5 each, Sweden and Spain with 4, Denmark, Finland, Switzerland, and Mexico with 3, Italy, Japan, and Scotland with 2, and Australia, France, East Germany, New Zealand, Norway, and the Philippines with one each. Fourteen (14) of our 28 authors can not claim English as their first language.

Our Sponsorship Program is off to a promising start with 7 members in the US and England sponsoring 23 friends around the world.

The Abstracting Service has gotten off to a good start. We have made tentative starts in Research Projects and in publishing unmarked 3-view drawings. The notice of book bargains has resulted in many comments. The geographical and temporal coverage in the SAFO has been excellent and the non-aircraft aspects of aviation have not been ignored.

I have been able to keep all the promises I made in my first editorial: All manuscripts received have been published, publication has taken place as soon as a sufficient number of manuscripts were on hand, and only the costs of printing and mailing have been passed on to the members. All back issues of Volume I are gone so that you have received full return for your investment.

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Best of all, I see no reason to increase the subscription rate. The jump in postal rates has hurt, but the number of pages we can print per issue is well matched to the rate at which manuscripts arrive. Four issues in 16 months is a pretty good publication record for a bunch of amateurs.

On the debit side of the ledger, I deeply regretted having to abandon the folded format of the first two issues. But, as you will see in the Financial Statement, our new format does allow us to double the number of pages while actually reducing the costs.

The cost of incidental postage is eating into my modeling budget and I wish more of you would be kind enough to include a stamp or international reply coupon when you write.

What's new for Volume II? I suspect that we will be going more and more to the two column format first seen in this issue. However, this will require more effort on the part of ye olde editor. The text must be typed in a column 6 inches (13 cm) wide. Then the columns have to be cut apart and pasted side-by-side. The finished product, after reduction to 64% of its original size will look like the examples in this issue. Titles should be done with one of the "instant letter" products. I will be glad to do the "paste up" if the authors supply the typed text and the titles.

We are offering, for the first time, Air Mail delivery at extra cost. This will more than double your cost, but will substantially reduce overseas delivery time.

So there you have our first "year" in review. If you like what we have been able to do so far and believe that we can keep it up, please fill in the enclosed renewal form and send it to me at your earliest convenience. And, please give special thought to sponsoring a member.

FINANCIAL STATEMENT: With 200 paid-up members, our income from the income from the first three issue was $200 \times \$2.25 = \450.00 . Printing of the first three issues cost $\$63.60 + \$88.50 + \$78.85 = \230.95 and mailing cost $200 \times (18¢ + 24¢ + 25¢) = \134.00 for a total expense of $\$364.95$. This leaves $\$85.65$ to be applied to the remaining issue of Volume I.

SUBSCRIPTION RATE: The subscription rate for the SAFO is \$3.00 for four issue. Send remittance to J.V. Sanders, 27965 Berwick Dr., Carmel, CA 93921.

NATIONAL INSIGNIA OF THE POLISH AIR FORCE

The Polish Air Force was established in November 1918 with airfields in Warsaw, Krakow and Lwow.

It was considered very important to have a Polish national insignia for aircraft, but because of the difficulty in communications among the airfields, three different kinds of national insignia were used in November and December.

The first national insignia was introduced by one of the workman in Krakow and is known as the "Krakow insignia". This marking consisted of a red letter "Z" on a white square, painted on the fuselage, rudder and wings. This insignia was probably designed by Capt. Roman Florer, and was used on aircraft captured in Krakow and Przemyśl.

The second type of Polish national insignia was born in Lwow on November 5, 1918. Lt. Wladyslaw Torun adopted the Austro-Hungarian insignia of red-white-red stripes. In the Polish edition, however, one of the red stripes was painted out, creating the "Lwow insignia" of red and white stripes on the wings, fuselage and rudder.

The red-white rudder became a mark of aircraft belonging to the III Air Group located at Lwow-Lenwandowska Airfield. It was used by this group until the end of 1920. One squadron of this group didn't use the red markings, however. It was the 5th Squadron, formed from American volunteers in November 1919.

The third type of marking, developed in Warsaw, was a red-white insignia shaped like a shield or, alternately, like a badge (the shape of the Chilean marking). This Polish marking was also red and white and was divided diagonally, sometimes upper right to lower left, sometimes the other way. The "Warsaw insignia" was used to the end of 1918, sometimes with a simple circle on the rudder, also red-white divided diagonally.

The current Polish national insignia was introduced by Order No. 38 on December 1, 1918.

The new insignia had been designed by Lt. Stefan Stec, who had been an Austro-Hungarian ace in the First World War. Fighting on the Italian front, Lt. Stec flew an aircraft with his personal insignia, a white letter "S" with the familiar four-field red-white chessboard. He carried this same marking on his Oeffag in November 1918 at Lwow.

When Lt. Stec was in Warsaw, Col. Kossowski, chief of the Air Traffic Section of the Military Ministry, saw the markings, liked it, and ordered the four-field chessboard with the top left field in red introduced as the national insignia. It was used starting in January 1919, although it was often painted incorrectly, with the top left field in white.

In the spring of 1919 there was the Wielkopolski insurrection and the Wielkopolska Air Force adopted the chessboard, adding for difference red and white stripes on the fuselage and upper wings and red-white spinners. These markings were used through the end of 1920.

The chessboard used in 1919-1920 was often painted over the full chord of the wings and fuselage.

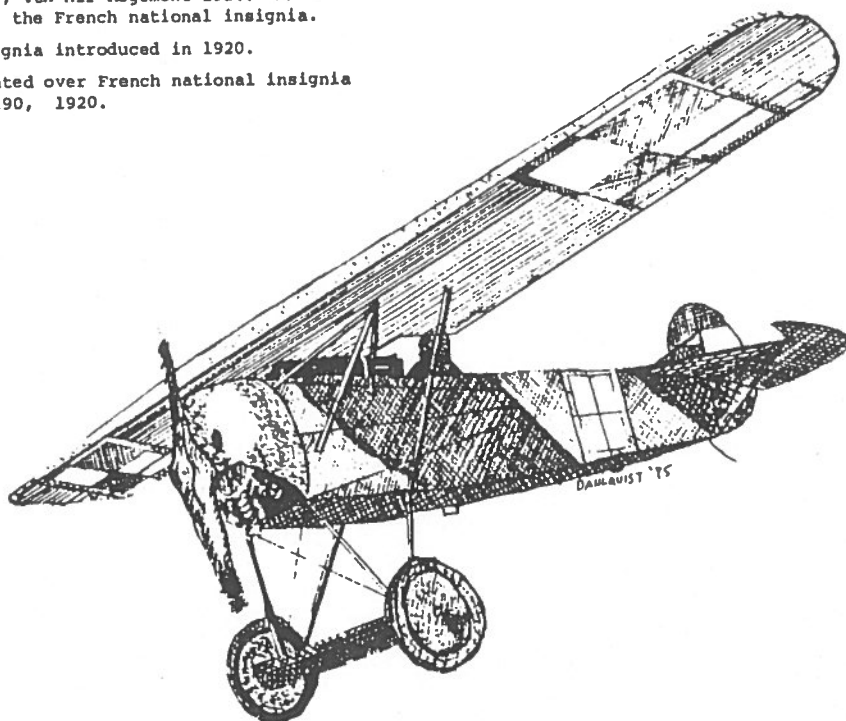
When a complete flying school and military squadrons equipped with French planes came to Poland in 1919, including French pilots, the Polish Air Force used some French insignia through 1923. In some units both Polish insignia and French cockades were used, along with stripes. In other cases the Polish insignia was painted on the wings while the rudder carried the French tricolor. One example even sported a six-field chessboard.

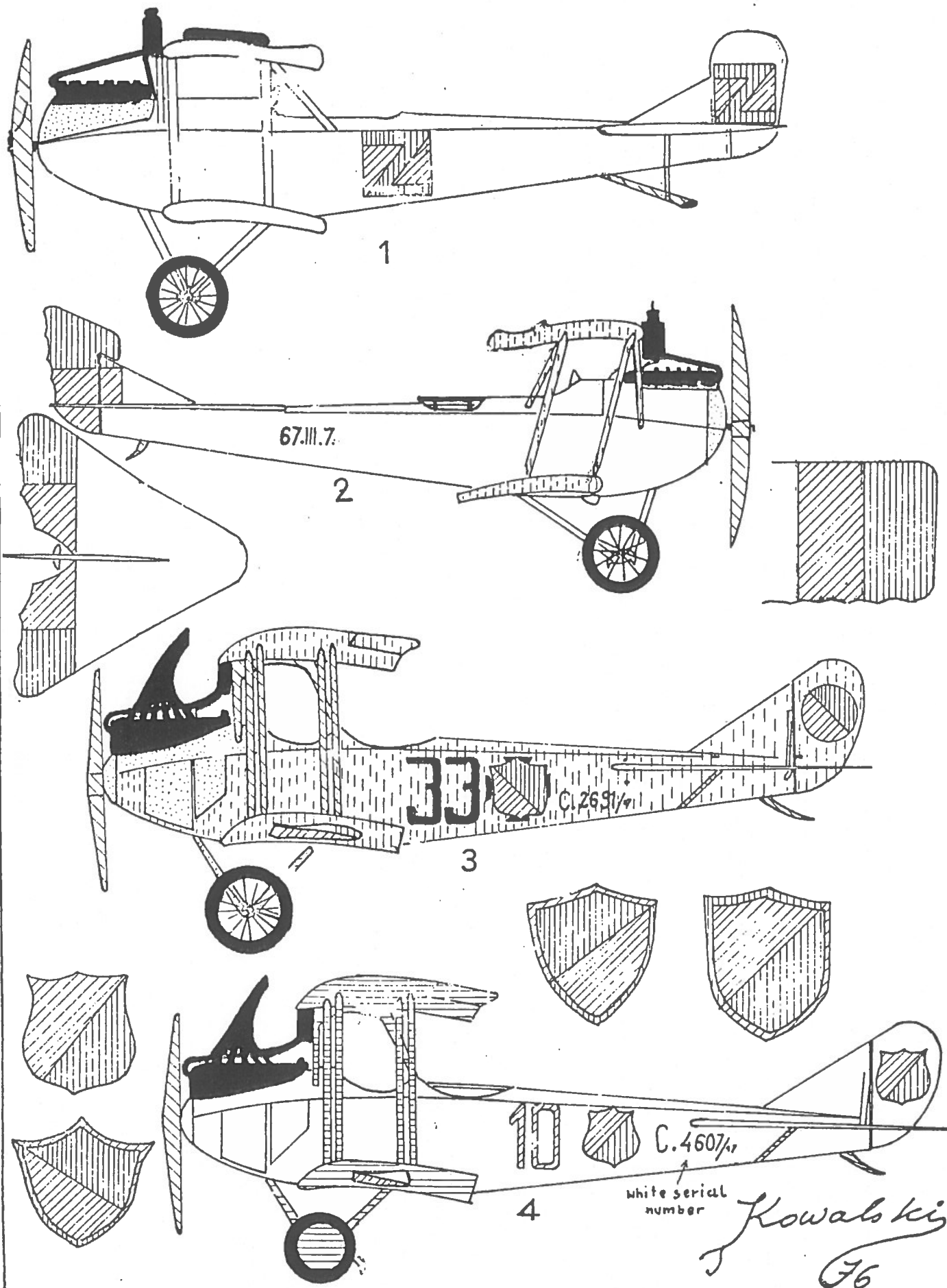
Tomasz Kowalski SAFCH #121

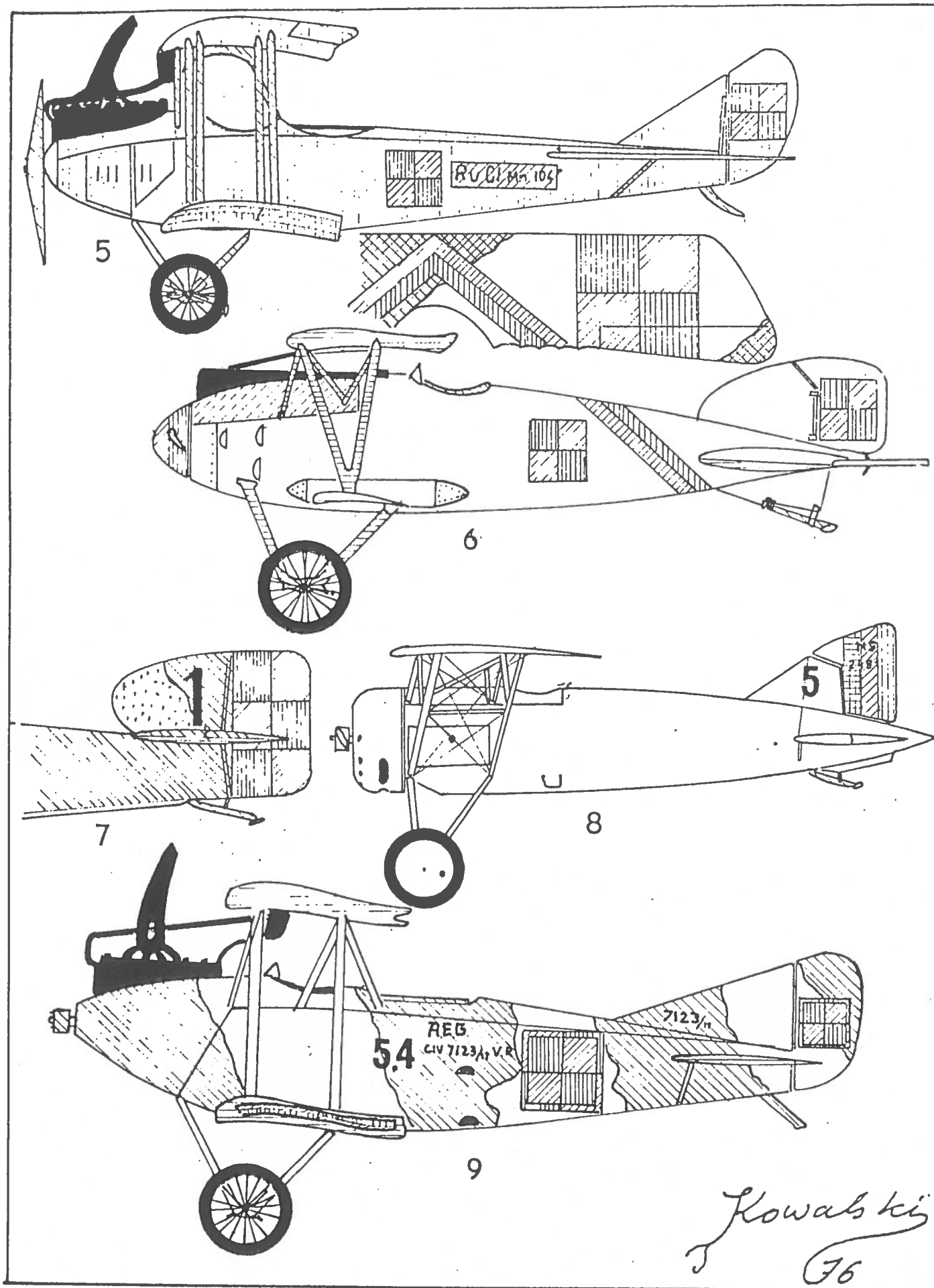
1. Oeffag CII with "Krakow" national insignia.
2. Ufag CI No. 67.III.7 with "Lwow" national insignia.
3. Rumpler CI No. 2691/17 with "Warszawa" national insignia.
4. Rumpler CI No. 4607/17 with "Warszawskie" national insignia. Some variants of the "Warszawskie" insignia are also shown.
5. Rumpler CI Mn 104 with national insignia introduced by Order No. 38.
6. Albatros DIII from "Wielkopolska" Air Force based at Poznan-bawica airfield, March 1919.
7. The six-field national insignia painted on a Breguet XIV, 1919.
8. Morane Saulnier MS30 No. 2451, 4th Air Regiment 1924. An example of the prolonged use of the French national insignia.
9. AEG CIV No. 7123/17 with insignia introduced in 1920.
10. Polish national insignia painted over French national insignia on tail of Breguet XIV No. 7490, 1920.

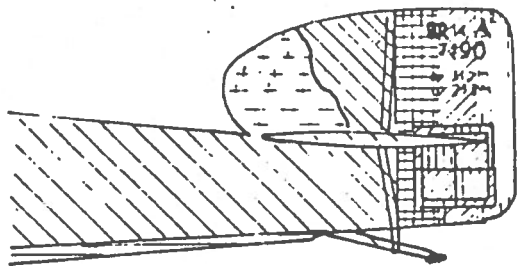
11. Non-square Polish national insignia on rudder of Breguet XIV.
12. Friederichshafen FF33, Polish Naval Air Force, 1920.
13. The Litwa Srodkowa national insignia, 1920-1921.
14. The Slask (Silesia) national insignia.
15. Ansaldo A 300.4 No. 24517 with non-official national insignia. This aircraft was in the 4th Air Regiment in 1928.

This article is a translation of the first three parts of a series of articles by Mr. Kowalski that appeared in SKRZYDLATA POLSKA #47, 44, and 51-52 1975. Translation by Randy Schmid.

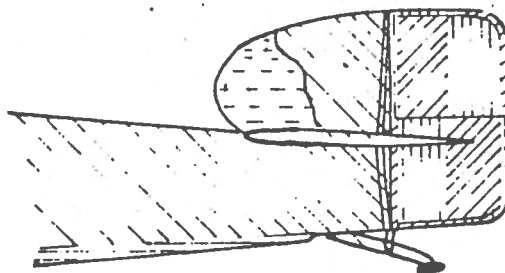




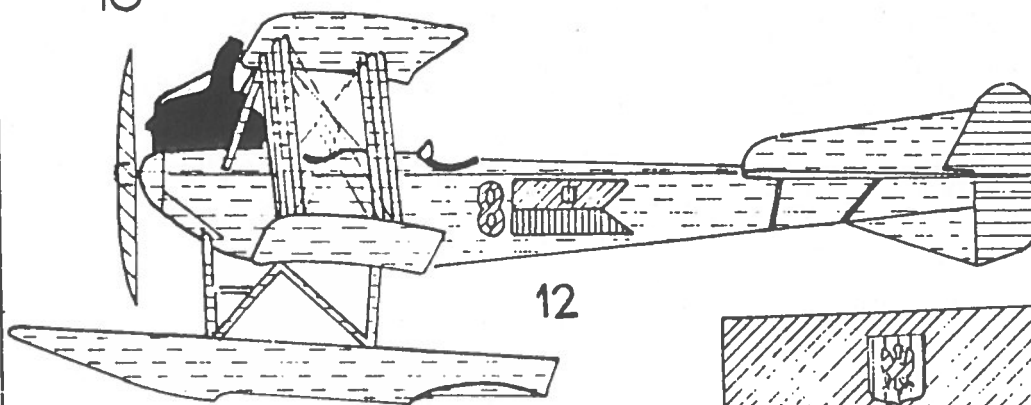




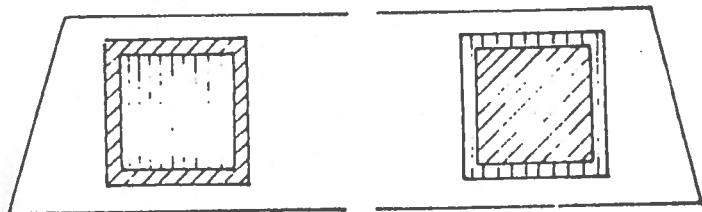
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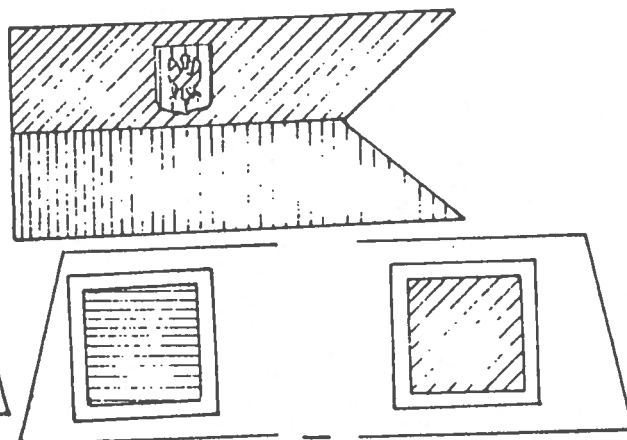
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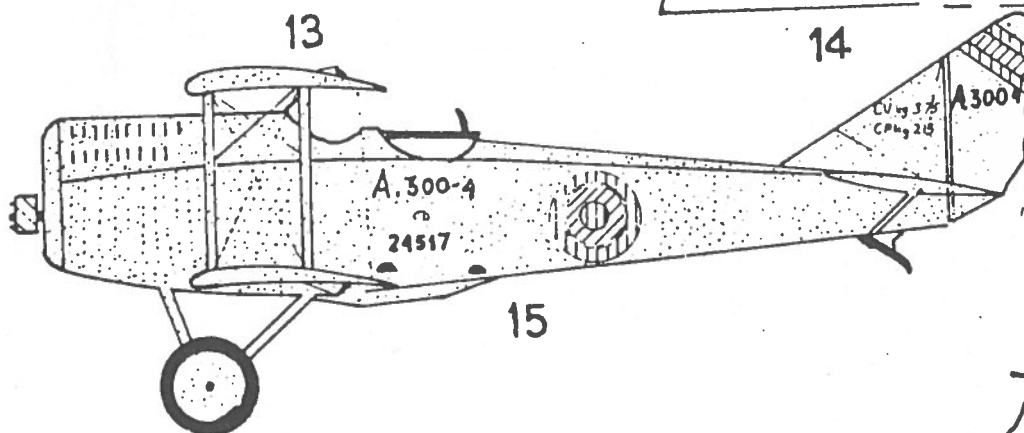
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13



14



15

BLACK

WHITE

RED

PALE BLUE

BLUE

SEA GREY

DK BROWN

BROWN

DOPED LINEN

SILVER

GREY

MAUVE

OLIVE GREEN

Kowalski
76

POLISH NATIONAL MARKINGS SQUADRON BADGES 1918-1921

In the 1918-1921 period, 12 of the 20 squadrons of the Polish Air Force are known to have used individual squadron badges. There is no definite information about the other eight squadrons, but it appears they did not use such badges.

Two squadrons, ex-French 581 and 4th Warszawska Squadron had their own badges but in 1920 they became part of the observer's school in Torun. For a few days their markings were used as badges of the school, but then a special badge of the school was introduced and the markings of these two units disappeared.

In 1918, the 7th Squadron included two flights, the Pulawski and Koszuszko flight. Aircraft of the Koszuszko flight has the nose of their aircraft painted red while those of the Pulawski flight had blue stripes on the nose.

Here is a description of some of the squadron badges:

1 Eskadra - A red devil bending forward with black horns, finger-nails, beard and hooves.

3 Eskadra - White skeleton with a red long scarf draped over his right shoulder and playing a black violin.

4 (Warszawska) Eskadra - An eagle with wings spread, pink and violet in color, in front of a red disk. This squadron later became part of the observer's school.

4 (Torun) Eskadra - Red square containing an eye of blue and white with black center, white eyelashes surrounding the eye, some ending in small white stars.

7 Eskadra - The well-known Koszuszko emblem.

8 Eskadra - A white eagle, wings up as if in attack, gripping a red propeller in front of a gray and black shield-shaped background.

10 Eskadra - Blue field containing a white eagle, wings spread wide, holding a red heart with a white X on it.

12 Eskadra - A white lightning bolt pointing up at about a 45 degree angle.

13 Eskadra - A white circle trimmed in red and containing a red lightning bolt, pointing down at about 45 degrees.

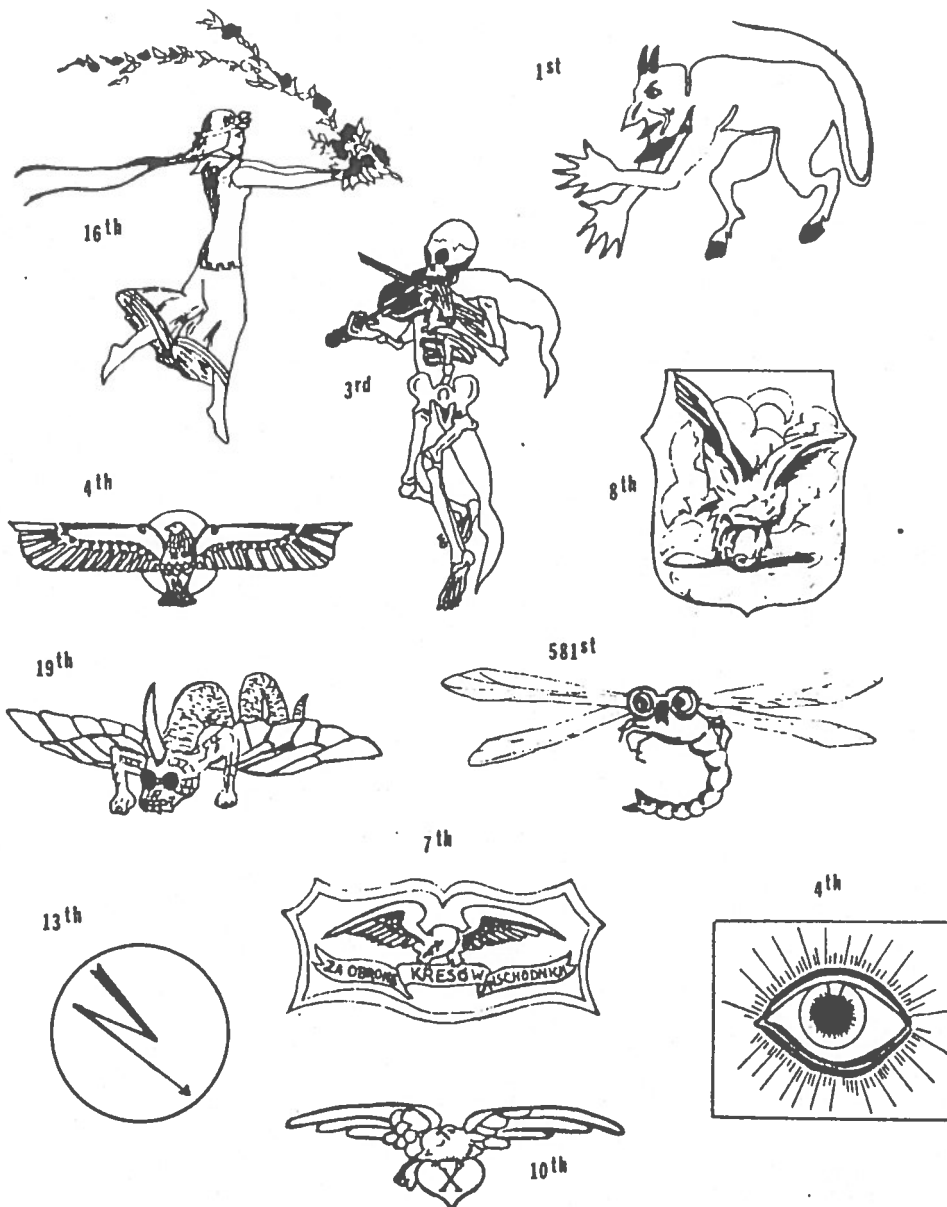
16 Eskadra - A girl in red vest and white slacks running with a garland of red roses.

19 Eskadra - A gray and black winged dragon.

21 Eskadra - The Chessboard national markings with the letters NEL superimposed in red and white.

581 Eskadra - A pale blue dragonfly with large yellow eyes.

Tomasz Kozłowski SAFCH #121



This article is a translation of an article by Mr. Kowalski that appeared in SKRZYDLATA POLSKA. Translation by Randy Schmid.

K. Sanders

THE KOSCIUSZKO SQUADRON

DURING THE RUSSO-POLISH WAR 1920

A recurring theme in American aviation lore has been the romantic tradition of the American volunteer squadrons. Starting with the Lafayette Escadrille in WW I, through the Lincoln Brigade, Flying Tigers and Eagle Squadron, these tales have blended a peculiarly American brand of political idealism with high adventure. One of the lesser known facets of this lore is the saga of the American Kosciuszko Squadron which flew for the Polish Republic in the Russo-Polish War of 1920.

The Kosciuszko Squadron (pronounced Kosh-choosh-ko) was the brainchild of Capt. Merriam Cooper and Major Cedric Fauntleroy, both former pilots in the U.S. Air Service in WW I. In 1919, Cooper and Fauntleroy were serving with American humanitarian aid groups in war-ravaged Poland. Through a chance meeting later in the year in Paris, they struck upon the idea of forming a volunteer squadron, based loosely on the Lafayette Escadrille, to help Poland in its recurring border disputes with the Russians. At the time, war was brewing in the eastern reaches between the newly resurrected Polish Republic and the revolutionary Soviet state. Cooper and Fauntleroy had had a taste of the new Bolshevik order while assigned to Poland and both found it thoroughly disagreeable. Compelled by this anti-Bolshevism as well as by sympathy for the Polish cause, they presented their idea to the Polish government. The Poles were very pleased with the idea but they feared that outright acceptance of the offer would imply that they were hiring mercenaries. To avoid this implication, they insisted that the pilots of the Squadron receive the same rights and pay as regular Polish pilots. Cooper and Fauntleroy agreed and set out to recruit volunteers.

The Squadron took its name from Gen. Tadeusz Kosciuszko, a revolutionary democrat who was among the first foreign volunteers in Washington's Continental Army in 1776. Kosciuszko was a military engineer by profession and his design of the entrenchments at Saratoga played a crucial role in this decisive battle. Among his later designs was the near-impregnable fortress at West Point which kept the British forces from poking their noses up into the Hudson Valley during the War. To honor these and other feats, his forbidding-sounding name now graces scores of bridges, streets, public high-schools and at least one mustard company; it poses a constant threat to the elocution of radio announcers. After the Revolution, Kosciuszko returned to his native Poland where he led the 1794 Insurrection against the Russians.

The Squadron attracted a handful of fliers; some were veterans who couldn't adjust to peacetime, others were novice fliers who itched to see the action they had missed during the war. By the middle of October, 1919, they were assigned to the 7th Squadron at the Lewandówka field in Lwów (pronounced L-voof) and five Polish pilots were added to fill the Squadron out and to help iron out any problems with the locals. Altogether, the fifteen pilots had served in six different air services- the Americans with the U.S., French and British, and the Poles with the German, Austrian and Russian. In fact, the Polish commander, L. Rayski, had been the commander of the German air service in Turkey during the War.

The Squadron was allotted 12 refurbished OeffAG D-III Series 253 Albatross fighters. The OeffAG Albatros was an upengined, Austrian-built offspring of the famous German Scout, but was a better ship due to its larger 225 hp. engine and to the superior craftsmanship of its Austrian builders. The Austrian machines were far less prone to having portions of the upper wing shed than were their German-built counterparts.

Until December the Squadron occupied itself with training flights and fruitless intercept missions. During the winter of 1919-20, the Squadron sharpened its teeth on local support missions for Polish infantry during the frequent border skirmishes. To beef up firepower, the Americans tinkered with the synchronization gear on the D-IIIs and managed to double the rate of fire. They added two small bomb racks under each wing to carry four ten-kilogram bombs.

By the spring of 1920, it was clear that the endless border skirmishes were going to erupt into something big. The Poles were fed up with the unwillingness of their Western Allies to set up a definite eastern boundary between Poland and the Soviet Union, and were determined to settle the matter on their own terms. The Soviets had by and large eliminated the threat posed by the White Armies, and had their eyes on spreading their revolution to Germany via Poland. The Poles decided to strike first and on 23 April, with the support of some Ukrainian nationalist leaders, launched a full assault aimed at the Ukrainian capital of Kiev. Though both opposing armies were miserably equipped and depended mainly on the infantry, the war was quite fluid and the Poles took Kiev in only two weeks.

The Kosciuszko Squadron, like the other Polish squadrons, was called on to provide continuous ground support for the advancing Army. The Russian air force was grounded for lack of pilots and the Kosciuszko Squadron had no air engagements. The Squadron played an important role in the advance, knocking out troublesome gun-emplacements and armored trains, and disrupting rail, river and road traffic.

The hectic pace of the campaign was demanding on both men and machines. The keep up with the changing frontline, the Squadron had to continuously move on to new airstrips (which were usually no more than flat strips of pasture land out in the middle of nowhere). Support equipment, trucks and the collapsible Bessonneau tent-hangers had to be constantly loaded and unloaded from commandeered supply trains.

The fast-paced May advance was followed by an equally fast-paced retreat. Ukrainian support never materialized and the Polish Army became badly overextended on the vast steppes. The rout was in part precipitated by the arrival of the huge Budenny Cavalry Army. The Kosciuszko Squadron spotted the advance of the vast force in late May, but few officers took their warning seriously.

The retreat put even more pressure on the Squadron than the advance. The Russians had to be held back while the Polish Army withdrew westward. The Squadron flew numerous missions against Budenny's Cossacks at tree-top level and were quite successful at causing delays despite their limited means. Still, attrition took a heavy toll of aircraft and even with the five SVA-1 Balilla fighters received as replacements in May, by the middle of June, the Squadron was down to only three planes.

In July the Squadron found itself back in Lwów where it had started. It was finally reequipped, this time with 12 SVA-1 Balilla fighters. The Ansaldo Balilla was more popular with the pilots than the Albatros due to its rugged construction, greater range and higher speed. The Albatros was more maneuverable than the Balilla, but this was of little consolation to the pilots since they were assigned strictly to ground attack missions.

The Squadron continued to operate in the Lwów region, keeping the Budenny Army busy while the main Tuchashevsky army attacked Warsaw. In a dramatic turn of events in August, the Soviet Tuchashevsky Army was cleverly outflanked and routed outside of Warsaw. The Squadron again found itself advancing eastward, but this time the Russians sued for peace and the war soon ended. This was the only unredeemed defeat ever suffered by the Red Army and significantly diminished the chances of success for any other communist revolt in Central Europe.

The participation of the 17 American fliers of the Kosciuszko Squadron was well known at the time in Poland and monument was erected in their honor in Lwów (later bulldozed by the Soviet Union after WW II). Like the war in which they fought, their actions have been largely forgotten in the U.S. The most famous individual to emerge from the Squadron on the American side was Merriam Cooper who went on to become a Hollywood movie producer (King Kong being his most famous flick). The Squadron name and insignia were kept even after the departure of the Americans, and became synonymous with the crack fliers of the Polish Air Force. The Kosciuszko Squadron served with distinction in 1939, and when reformed in Britain in 1941, went on to become the highest scoring unit in the RAF during the Battle of Britain.

KEY TO DRAWINGS

1. D-III of Maj. C. Fauntleroy, Lwow, 1919 in the standard markings of the period. Fauntleroy was the Squadron commander and his machine was the only one to use Roman style numbers. The fuselage "I" may have had a thin red edging. This machine is also shown in the upper and lower-view drawings.
2. D-III of Lt. Rorison, Lwow, 1919 in standard markings with a red nose.
3. D-III of the Pulaski (2nd) Flight with a blue nose and white band. Pilot unknown.
4. D-III of Lt. Clark, Polonne field, sometime during the summer campaign of 1920. This machine shows the later style of markings with a red fuselage number, late style checkerboards and a blue nose.
5. Ansaldo SVA-1 of the first batch, probably piloted by Lt. Senkowski. The fuselage was varnished plywood, wings, rudder and tail were doped linen and the cowl was metal. Markings are as described in the text.
6. Ansaldo SVA-1, probably Lt. Rorison's plane from the second batch, with full markings. This may have been the Balilla that Rorison painted "SUZANNE XI" on, in thin black letters, 1" high, directly under the cockpit on the starboard side.

SQUADRON MARKINGS

When first received, the Squadron's 12 D-III were in the conventional Polish finish of the period - overall dark olive green with the underwing and undertail surfaces in pale blue. The newly adopted national insignia was carried full chord on the upper wing, on the bottom of the lower wing, and on the rudder. The Squadron soon adopted an insignia of its own. Set on a white disc, the emblem had red stripes and blue stars to commemorate Kosciuszko's role in the American Revolution. In the center were crossed scythes and a red rogatywka hat to mark Kosciuszko's victory at Racławice in 1794 where he led a scythe-armed peasant army against the Russians. Individual aircraft numbers were carried in white, numbered 1-12, on the fuselage sides, underwing surfaces, and on the right upperwing (contrary to the illustration here which shows it in the left. (The author was sitting over a bottle of liquid cement a little too long, and begs the readers' mercy!) In October 1919, the Squadron was divided into two flights; the nose of the planes of the first flight were painted red and those of the second flight were blue. It would appear that the first flight was numbered 1-6, and the second 7-12. During the spring campaign of 1920, the planes underwent frequent overhauls, and some of these markings were lost in the process and replaced with others. It was during this time that the Polish Air Force adopted the better known form of checkerboard with the thin edging, and this was applied to some machines.

The first batch of Balillas received in May were still in Italian markings when they arrived. The upper and lower wing roundels were covered with full chord checkerboards of the later style. The rudder stripes and fuselage roundel were either painted over or removed with solvent. In any event, a light colored circle appeared where the fuselage roundel had been; it may have been a white disc, or it may have been fresh plywood exposed by the solvent. The Italian serials remained on the fuselage sides, along with Polish serials further aft in red. There was no time for applying Squadron markings to these machines. The second batch of Balillas received in July were similarly decked out, except that the Italian serials were removed and Squadron markings (fuselage insignia and red fuselage and wing numbers) were added.

The author is greatly indebted to Greg Reynolds for much of the information given here.

Steve Załoga

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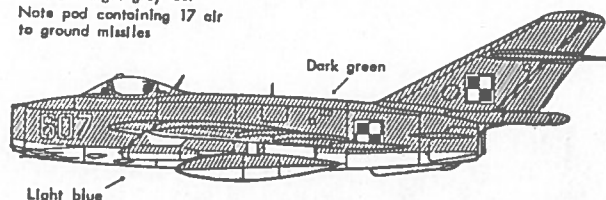
Help !!

The MiG-17 has been used by more of the world's air forces than any other combat aircraft. This claim was made by Flying Review International over ten years ago and nearly a dozen nations have been added to the list since.

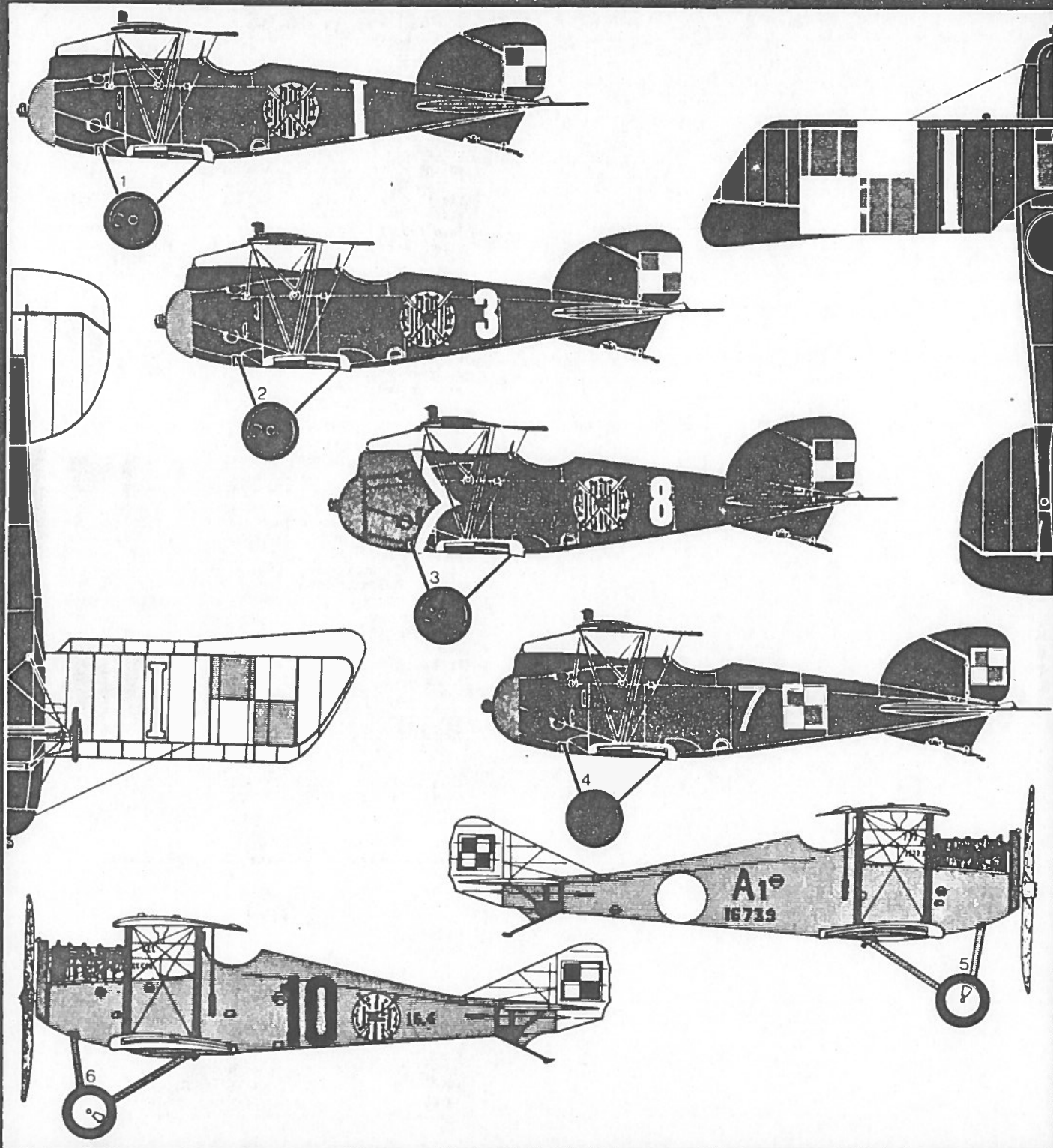
An in-depth article to appear in the IPMS Quarterly, "MiG-17, the Soviet Sabre", is currently under preparation and will feature in part a survey of color schemes for as many different air forces as information permits. We have so far accounted for 15 of the known 31 operators and your help is needed in locating marking information of -17s in any of the remaining 16 air forces: Afghanistan, Albania, Algeria, Angola, Bulgaria, Guinea, Mali, Morocco, North Korea, Romania, Somal, South Yemen, Sudan, Tanzania, Uganda and Yemen. (I bet you didn't know some of those had an AF!)

Any information on these small air forces' -17s will be run in SAFO as well. If you can be of assistance on these subjects, please contact Greg Reynolds, SAFO #105.

LIM-6M Light grey 607
Nose pod containing 17 air
to ground missiles



The Kosciuszko Squadron during the Russo-Polish War 1920



scale  ft.

Steve Załoga

4 PUEK LOTNICZY W TORUNIU 1924-1929r
(FOURTH AIR REGIMENT AT TORUN 1924-1929)

The 4th Air Regiment (4 Pułk Lotniczy) in Torun was created according to the contemporary idea on uniform units specializing in one kind of operation. The speciality of the regiment was "Lotnictwo towarzyszące" assistance aviation - similar to Army Cooperation). The official date of birth of the 4PL is 23 May 1924. The Commander of the newly organized Regiment was Colonel Roman Florer who formally commanded the "Szkoly bserwatorow" (Observers School) at Torun.

The Regiment initially consisted of two Wings (Dywizjon) with two squadrons (Eskadra) each. 1st Wing (Pierwszy Dywizjon) consisted of squadrons Nos. 41 and 42. 2nd Wing (Drugi Dywizjon) consisted of Squadrons Nos. 43 and 44. Both "Dywizjon" were endowed with equipment from the former Observers School supplemented imperceptibly by Ansaldo A-300 aircraft licence built by Plage & Laskiewicz. It was planned that the newly formed Squadrons were to be equipped with aircraft of one type, but in practice this was impossible due to the great variety of types in charge in the Regiment. During the period between May 1924 and April 1925 the following types were used: Ansaldo A-300, Breguet XIV, Bristol F1B and F2B, Fokker EV (DIII) and DVII, Morane MS-30, and SE-5A. All these aircraft were obsolete, worn out, and without operational value. Flying personnel consisted of instructors from the former Observers School. But, these were too few and during the whole of 1924 the Regiment was severely handicapped by the lack of personnel and equipment. At the beginning of 1925 the number of airworthy machines was about 10 and these were kept flying only by taking parts from wrecked aircraft. This situation did not improve until after the delivery of the Potez XV. Due to difficulties in organizing the Officers School (Szkoly oficerskiej) at Deblin, the Regiment trained its own observers and pilots derived on a voluntary basis from various nonaviation units.

In September 1925, seven Potez XV from the 4th Air Regiment took part in "The First Around Pomerania Flight" (Pierwszy Pomoraki lot kresny) a distance of 800 km. Seven crews completed this flight (of eleven started) including four from the 4th Air Regiment. First place was taken by Major Gilewicz of 4PL followed by three planes with crews from the Pilot's School (Szkola pilotow) at Bydgoszcz. This event was organized by the local Committee of LOPP (Liga obrony powietrznej) - League of Air Defenders of the State).

Personnel changes in the High Command changed official opinions on the subject of aviation tasks. The collapse of the theory of specialized regiments resulted in the necessity of creating a Fighter Wing (Dywizjon myśliwski) within the 4th Air Regiment. For this purpose fighter training was begun at Torun with Lt. (Porucznik) Guttmejer appointed as head instructor. In March 1926, a Fighter Wing was called into life consisting of two Squadrons (Eskadra Myśliwska): Nos. 115 and 116. Lt. Jędrzej Guttmejer became its Commanding Officer. Personnel of 115th Squadron consisted of pilots from No. 44 Squadron while 116th Squadron formed from graduates of fighter training. Nos. 44 and 43 Squadron were disbanded. Equipment for this Fighter Wing consisted of the following aircraft: two Fokker EV (DVIII), two Fokker DVII, and three Morane MS-30.

On 17 March 1926, the Fighter Wing received new aircraft, French SPAD 61-C1. This day is recorded in black in the chronicals of the Fighter Wing. During a display flight, in view of the whole regiment,

1. Guttmejer crashed to death opening the list of victims of this type. During the period of use of the SPAD 61-C1 (between 1926 and 1933) 12 pilots lost their lives and many were severely injured. At the same time the Regiment received new aircraft for its other Wings, new Potez XVIIIA2 which allow the start of normal training.

In the years 1924-1928 no special emblems or badges were used by the individual Squadrons. The emblem of the Observer's School ceased to apply and no new form squadron markings was worked out. However, painting various parts of aircraft in different colors was accepted. For example, aircraft LVG CV No. 4576/18 had yellow oblique stripes painted on the horizontal tail surfaces. Bristol F2B No. 20.71 had a white triangle outlined in red on the fin. F2B No. 20.25 had a white circle outlined in red in the same position. No evidence exists to show whether these were squadron markings or were used to designate Commander's aircraft. Aircraft of German origin and those purchased directly from German trade companies were mainly painted in the characteristic pattern used during WWI: irregular spots or "losenge" camouflage consisting of small hexagons in all shades of pink and blue. Aircraft which were overhauled or assembled within Poland were repainted olive green. Aircraft of French origin such as the Breguet XIV or Morane S-30 carried French military camouflage. In 1925 the Moranes still carried the French national insignia. Aircraft of British origin such as the Bristol's acquired from surplus were left painted according to British standards with national insignia (chessboard) over a not too carefully overpainted British roundel. The one and only SE-5a in the 4th Air Regiment was painted olive green with the radiator in yellow and without chessboards. It was on charge only two days as it crashed during its first flight. Potez XV, XXVII, and SPAD 61 aircraft were painted entirely in olive green but dural cowlings and parts were left in natural metal.

Till 1927 only serial numbers were painted on the aircraft. 4th Air Regiment Ansaldo A 300.4 aircraft originating from Italian deliveries were painted entirely in silver and had no chessboards. Instead, they carried red-white-red roundels on the fuselage and oblique stripes of the same colors on the rudder (for example A 300.4 No. 24517). The green part of the original Italian insignia was merely overpainted in red. On the other hand, Ansaldo A.300 aircraft built in Poland were painted with olive-green and brown irregular stripes above with sky-blue under surfaces. The trademark of Plage & Laskiewicz was seen on the fuselage. During this period, the chessboards were frequently applied in an inverted color layout. Four of the Regiments DH-9 aircraft, which survived until 1930, were painted olive green with sky-blue under surfaces. These were either without chessboards (aircraft 26.13 and 26.14) or with chessboards on the rudder only (aircraft 26.17). Code numbers were marked on the fuselage in white.

At the turn of 1927/1928 an order of Aviation Command (Dowództwo lotnictwa) specified uniform squadron markings within all Air Regiments. Principle element of this marking system was an emblem of geometrical shape on a square field which in turn was outlined in the emblem color. (Exceptions were allowed due to battle traditions and historical reasons. An example is the emblem of No. 111 Fighter Squadron from 1 PL which originated from the 7th Kosciuszko Squadron (1919-1921); the emblem of No. 122 Squadron of 2 PL (a paper house) was a heritage from service as a French Squadron; and No. 121 Squadron of 2 PL retained its traditional white winged arrow originating from the former 11th Fighter Regiment.)

4th Air Regiment aircraft wore besides the Squadron emblem large numbers 1 to 10 within each squadron. Number 1 was reserved for squadron commander's aircraft. At this time, training aircraft within 4 PL carried no particular emblem or numbers.

In February 1929 the squadron designations were changed: 115 Squadron became 141 and 116 Squadron was renamed 142 Fighter Squadron. Within this uniform nomenclature the first figure (1) referred to fighter aviation, the second (4) denoted the number of the Air Regiment, and the third the number of the squadron within the Regiment.

At the turn of 1930/1931 the 4th Air Regiment received new equipment: Polish built PWS-10, French Breguet XIXA2 (No. 42 Sqn.), and Potez XXV (No. 41 Sqn.). A new Assistance Wing (Dywizjon towarzyszący) consisting of two squadrons, Nos. 43 and 46, was formed. In the beginning these squadrons used Potez XV and XXVII as well as Polish Lublin R X. Starting in 1932 this Wing received Lublin R XIII aircraft of the A, B, C, and D variants. Lublin R XIII aircraft were used until 1939 and took part in the September Campaign.

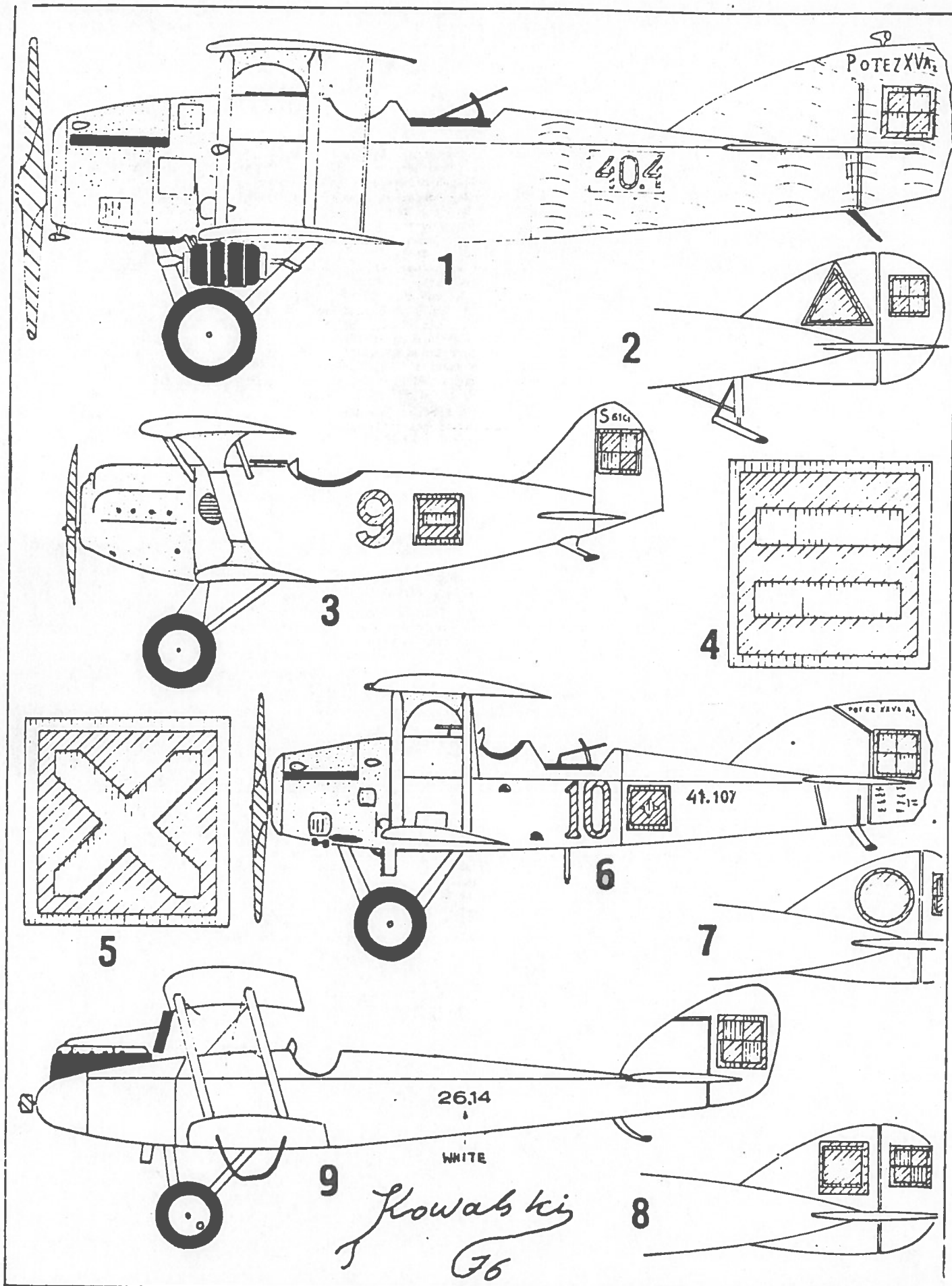
Numbering of aircraft within the 4th Air Regiment was very curious. In the beginning (1924-1926), no aircraft numbers were applied except to some of the aircraft of the Observer's School. Potez XV wore only serial numbers. Side numbers (tactical numbers) were first applied systematically on the SPAD 61 and Potez XXVII. Aircraft within the squadrons were numbered 1-10 (1-6 at the beginning). Number 1 was reserved for squadron commander's aircraft. Wing commander's aircraft wore no emblem or number. Potez XXV and Breguet XIX carried no code numbers during the whole period of their use in the 4th Air Regiment. The same applies to the Lublin aircraft of the Assistance Wing. The Assault Wing (Dywizjon liniowy), after receiving Karas aircraft, used numbers 1-9. Aircraft of wing and squadron commanders were without numbers. PWS-10 fighters were numbered 1-20, starting with No. 141 Squadron which wore the lower numbers. The later P-7 and P-11 fighters wore higher side numbers (44-69) resulting from the 4th Air Regiment's custom of numbering aircraft successively within the whole Regiment. Fuselage side numbers corresponded to the "call" (identification) numbers on the under surfaces of the wings.

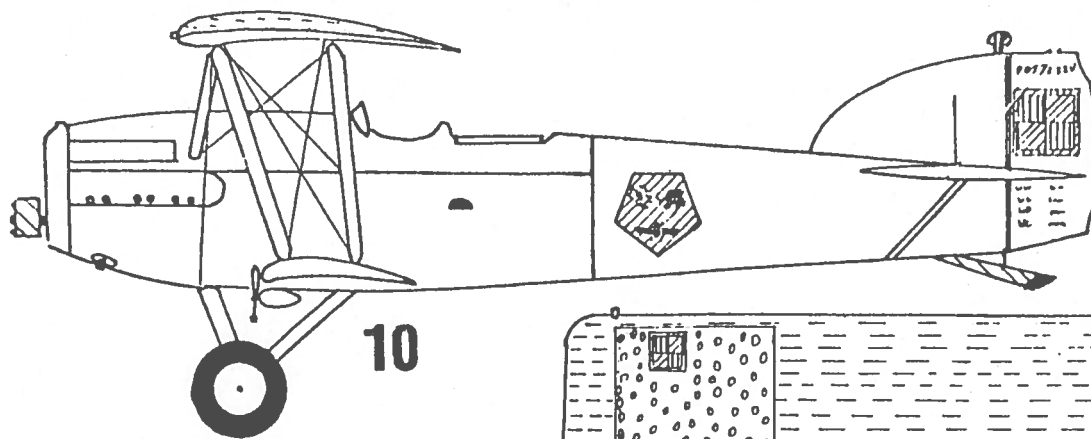
Tomasz Kowalski SAFCH #121

This is a translation of an article that appeared in the August 1974 issue of MODELARZ. The original article contains color profiles of Potez 41.107 of 42 Sqn., SPAD 61 1.36 of 115 Sqn., Ansaldo A 300.4 24517 with red-white-red roundels.

Translational assistance supplied by K. Chołoniewski SAFCH #96 and Helen Lewandowski.

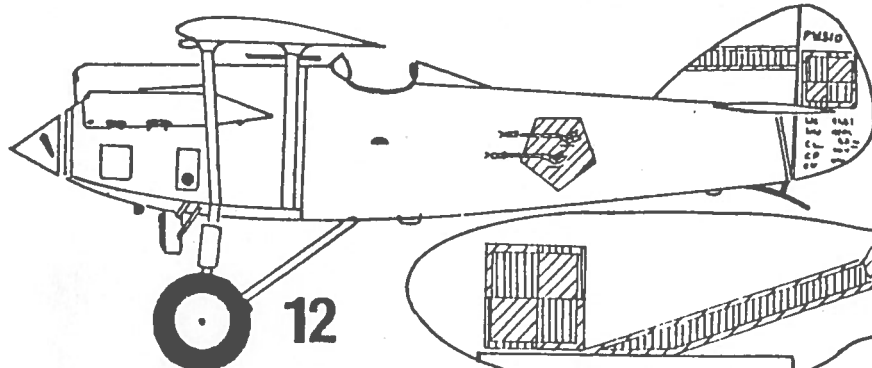
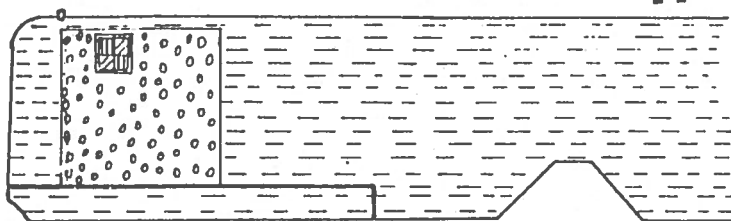
(Captions for the drawings on the next two pages will be found on page 86)



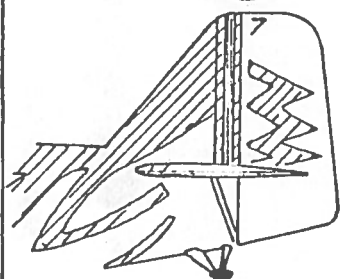
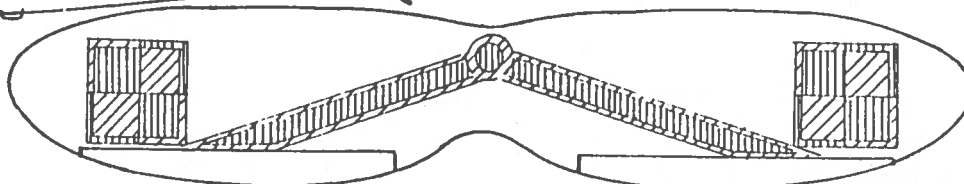


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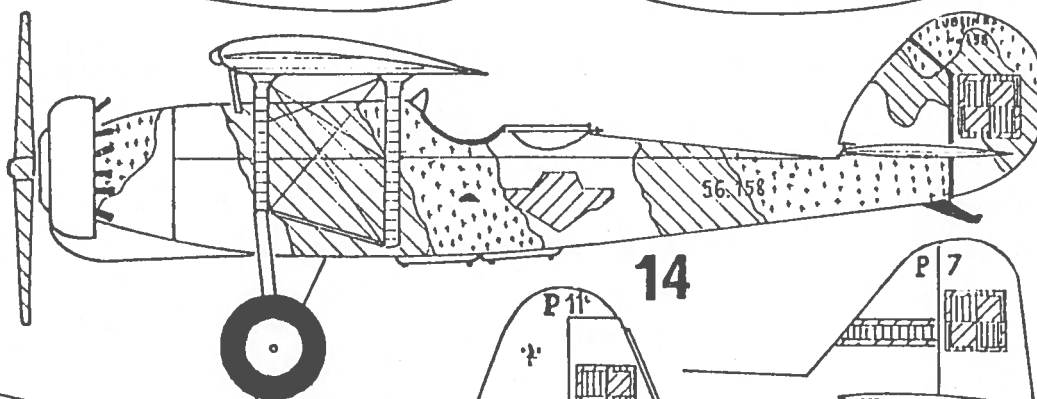
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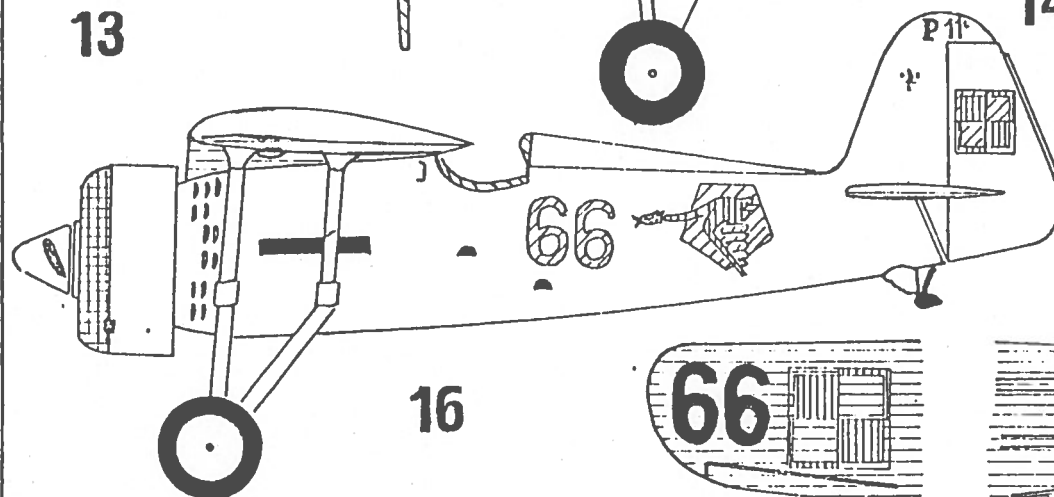
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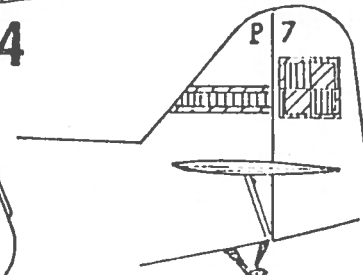
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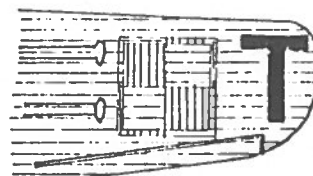
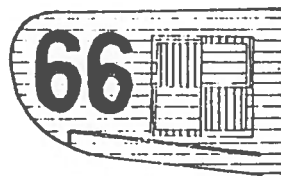
14



16



15



WHITE



YELLOW



RUSTY



KHAKI



GREEN



PALE BLUE



RED



BLACK



BLUE



SILVER



OCHRE

Howards Co.

POLISH ALBATROS/OEFFAG D III FIGHTERS

4TH AIR REGIMENT

The Polish Air Force (Lotnictwo Wojskowe) used in first years of its existence about 60 Albatros DIII and Oeffag DIII series 53 and 253 aircraft. More of these were bought from Germany and Austria in 1919. Albatros DIII fighters were in service with the 1st, 2nd, and 3rd "Wielkopolska" Squadrons based at Poznan-bawica airfield. In the autumn of 1919 two fighter squadrons were equipped with Oeffag (253 series) fighters. They were the 7th Squadron formed from American volunteers and the 13th Fighter Squadron formed from the 2nd "Wielkopolski" Squadron. A few Albatros DIII and Oeffag DIII fighters were used in Krakow and Poznan pilot schools.

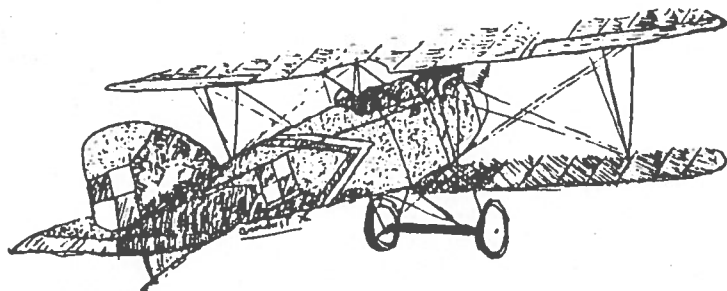
- Fig. 1. Albatros DIII flown by Lt F. Jach from 1st "Wielkopolska" Squadron, summer 1919.
- Fig. 2. Albatros DIII from 2nd "Wielkopolska" Squadron, summer 1919.
- Fig. 3. Oeffag DIII 253 series flown by Sgt E. Majer, flying instructor at Krakow Pilot School. Spring 1919.
- Fig. 3a. Personal insignia of Sgt E. Majer.
- Fig. 4. Oeffag DIII series 253 flown by Mjr Cedric E. Fauntleroy, Commander of 7th Squadron.
- Fig. 4a. Emblem of 7th Squadron designed by Lt Elliott W. Chess.
- Fig. 5. Oeffag DIII 253 series from 13th Fighter Squadron. Pilot unknown. Summer 1920.
- Fig. 5a. Emblem of 13th Fighter Squadron.
- Fig. 6. Albatros DIII no. 2586 flown by A. Haber-Wiynski, Flight Instructor at Poznan-bawica pilots school, spring 1919.
- Fig. 6a. Personal insignia of A. Haber-Wiynski.
- Fig. 7. Oeffag DIII 253 series flown by Lt K. Jankowski from 13th Fighter Squadron. Summer 1920.
- Fig. 7a. Personal insignia of Lt K. Jankowski.
- Fig. 8. Albatros DIII, unit and pilot unknown. Summer 1919.
- Fig. 8a. Personal insignia of unknown pilot, Polish Air Force.
- Fig. 9. Polish national insignia painted on wings and tail, sometimes on fuselage. In the table are dimensions of Polish national insignia painted on Albatros and Oeffag DIIIs.

	Upper wing	Lower wing *	Fuselage	Tail
1	75.5 cm	37.5 cm	27.5 cm	22.5 cm
1 ₁	5.0 cm	5.0 cm	5.0 cm	5.0 cm

* Only if the chord of the lower wing is smaller than that of the upper wing.

- Fig. 10. Oeffag DIII 53 series of Polish Air Force in 1921. Unit unknown.
- Fig. 11. Oeffag DIII 53 series from Observers School in Torun, summer 1921. Wings and horizontal stabilizer were covered with linen printed in green curls.

Tomasz J. Kowalski SAFCH #121



(Captions for the drawings on pages 84 and 85)

1. Potez XV A2 No. 40.4 of 41 Squadron, 1926.
2. Unidentified insignia painted on Bristol Fighter No. 20.71, 1925.
3. SPAD 61 C1 of 115 Fighter Squadron, 1928.
4. Badge of 116 Fighter Squadron, 1928-1931.
5. Badge of 41 "Front-line" Squadron, 1928-1932.
6. Potez XXVII A2 No. 41.107 of 42 "Front-line" Squadron, 1929.
7. Unidentified insignia painted on Bristol Fighter No. 20.25, 1925.
8. Unidentified insignia painted on Bristol Fighter No. 20.73, 1925.
9. DH-9 No. 26.14 Trainer Dyon, 1928.
10. Potez XXV A2, the aircraft of the C.O. of the 4th Air Regiment, Col. Heller.
11. Markings on the C.O.'s aircraft, 41 "Front-Line" Squadron.
12. PWS 10. The aircraft of the C.O., Fighter Dyon of 4th Air Regiment, 1931-1933.
13. Markings on the P-7 of Mjr. L. Pamula, C.O. of the Fighter Dyon 1933-1935.
14. Lublin R XIIID No. 56.158. 43 Air Cooperation Squadron, 1937.
15. Markings on the P-7 of the C.O. of 141 Fighter Squadron, 1933-1939.
16. PZL P-11c, 142 Fighter Squadron, 1938.

PWS-10

(Captions for drawings on page 95)

1. PWS 10 No. 5.74 142 Fighter Squadron 4th Air Regiment Based at Torun. Note white identity number on the undersurface of the wings.
2. PWS 10 132 Fighter Squadron 3rd Air Regiment Based at Poznan-bawica airfield. This aircraft was flown by the C.O. of 132 Squadron.
3. PWS 10 131 Fighter Squadron 3rd Air Regiment
4. PWS 10 No. 5.75 Fighter and Bomber School Based at Grudziadz, 1938.
5. Squadron badges worn by PWS 10 aircraft.
 - a. 142 Fighter Squadron. This badge was painted on PWS 10 No. 5.74 only on port side.
 - b. 132 Fighter Squadron.
 - c. 131 Fighter Squadron.
 - d. Badge for the 4th Air Regiment's Fighter Dyon as introduced in 1933. Wings and head of the duck were: Blue for 141 Squadron. Green for 142 Squadron.

POLISH ALBATROS - CORLAG D III 1919-1920

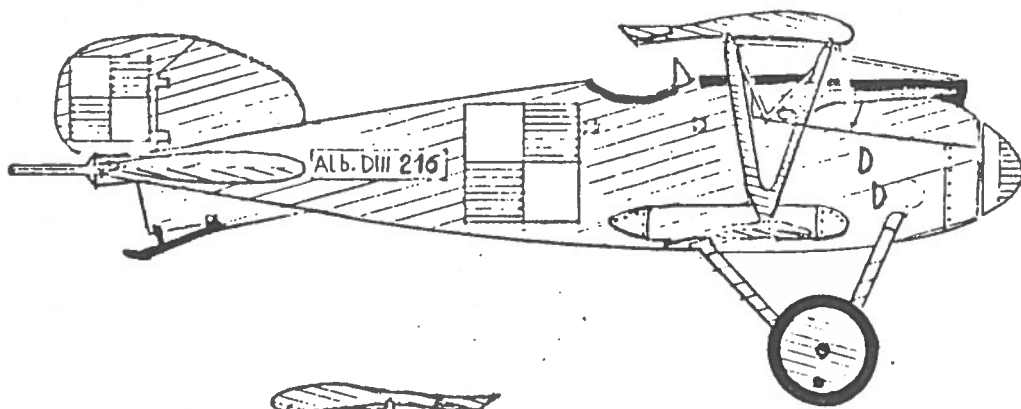


Fig. 1

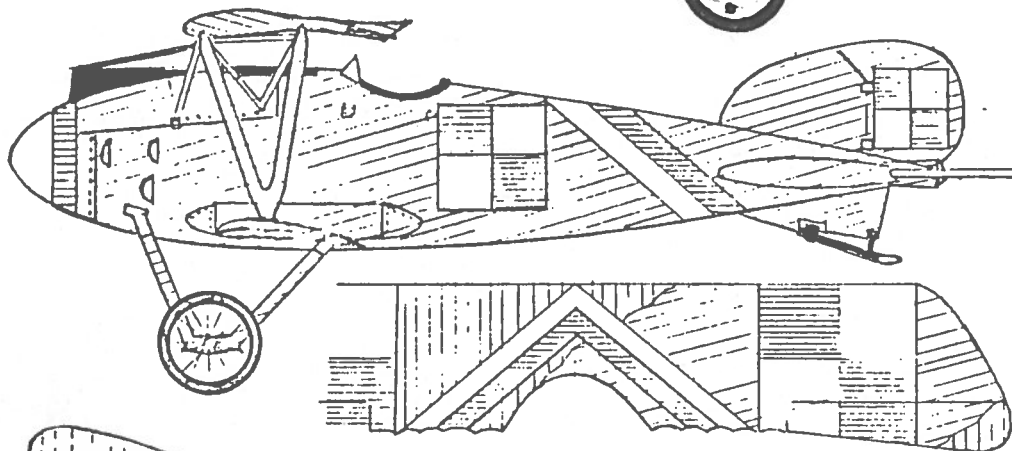


Fig. 2

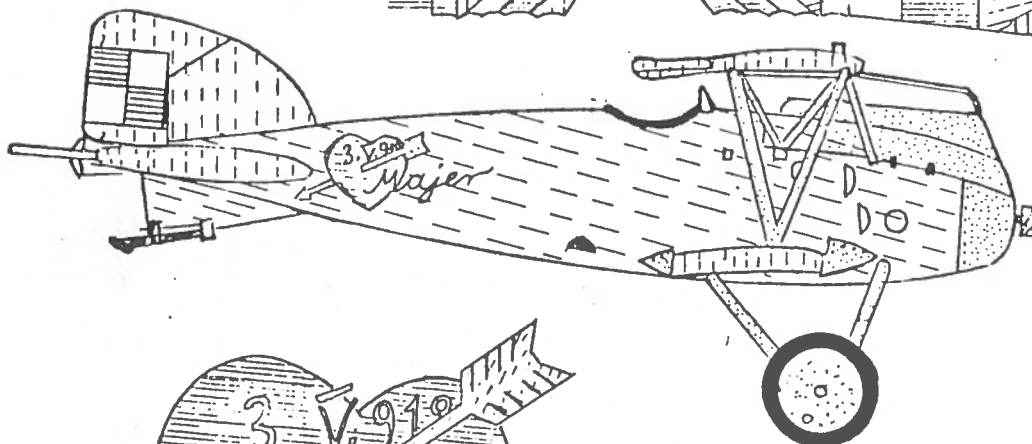
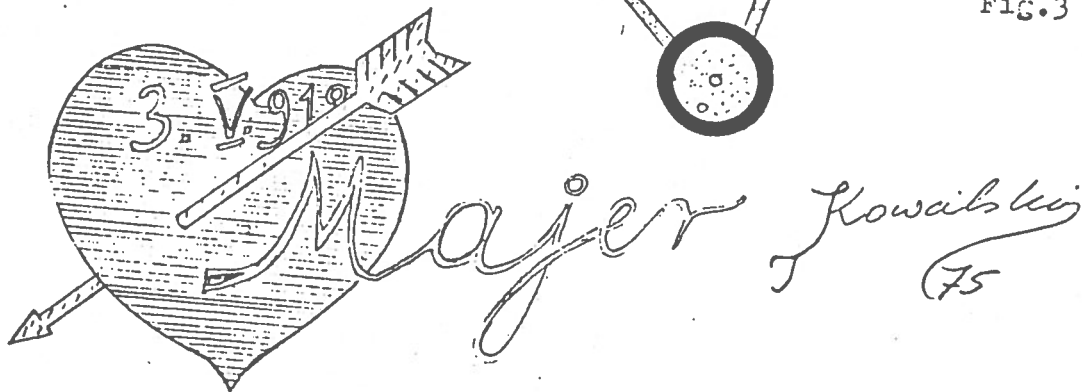


Fig. 3



white



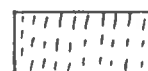
red



dk. olive green



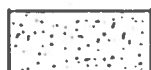
lt. blue



grey



taupe



silver



brick red



dark brown



black

Prepared for SAFO by Tomasz Kowalski Poland

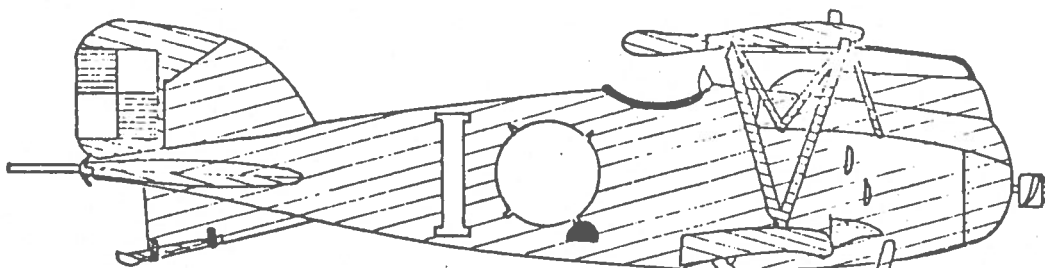


Fig. 4

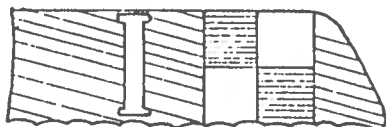
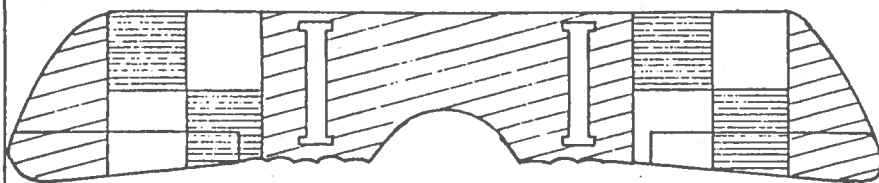


Fig. 5a

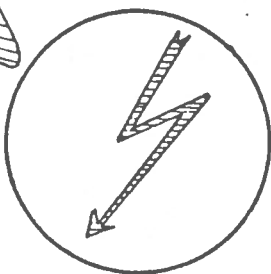


Fig. 4

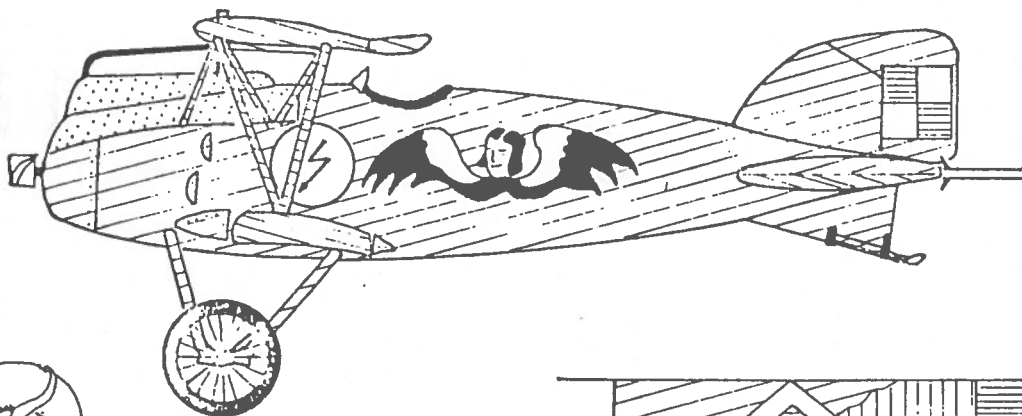
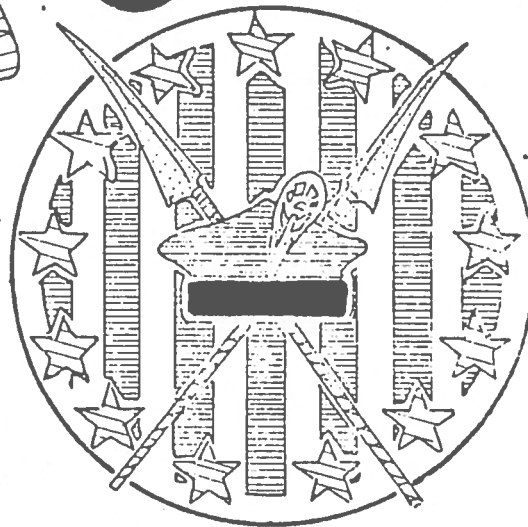


Fig. 5



Fig. 5a

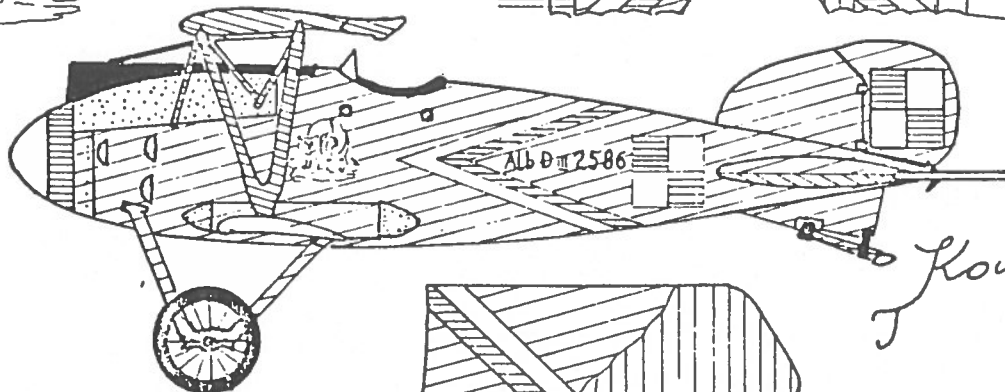
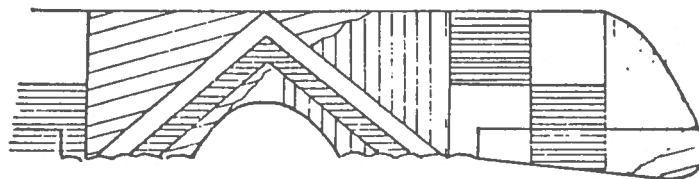
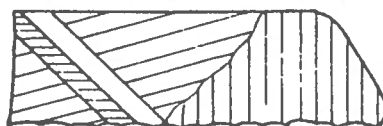
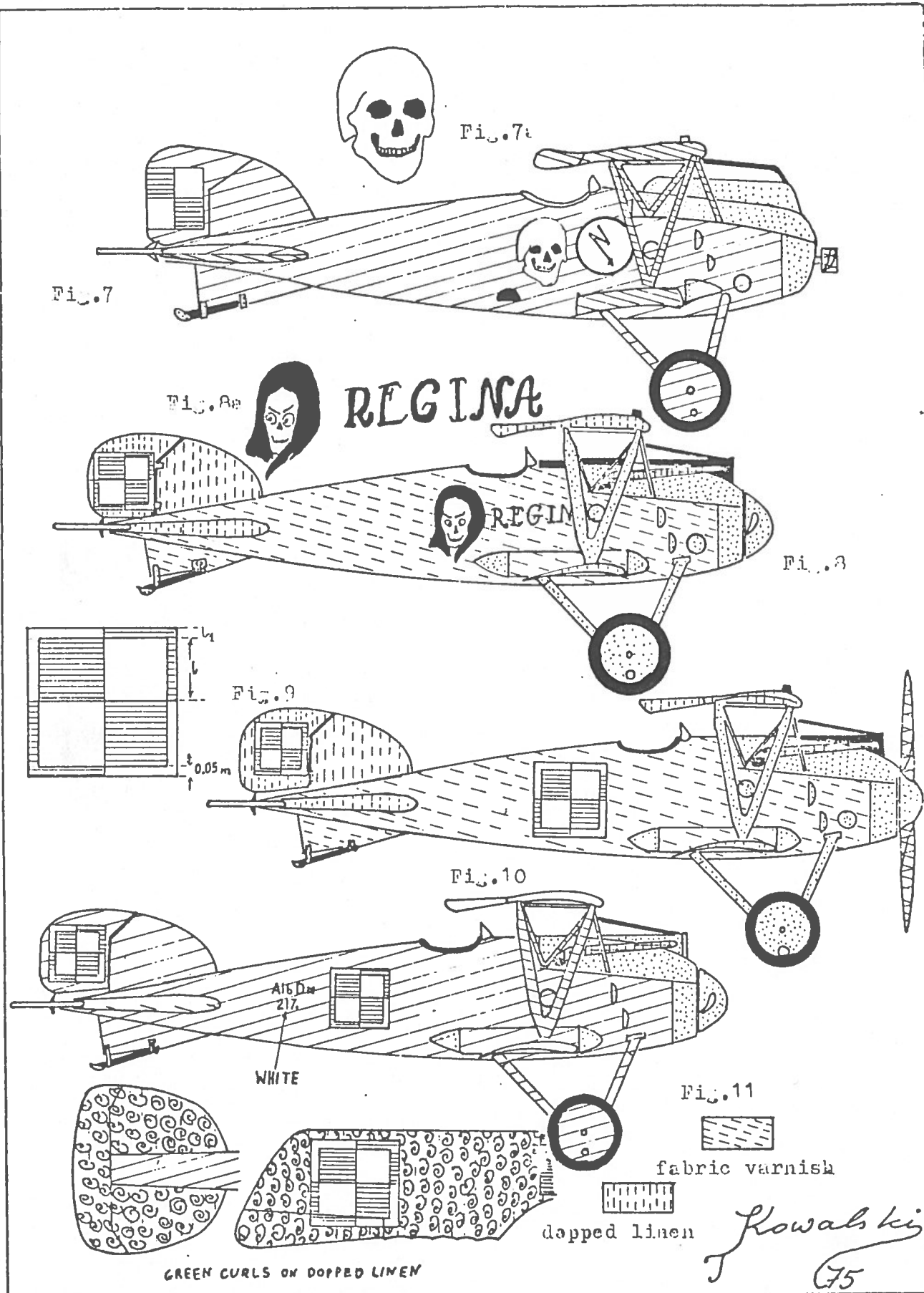


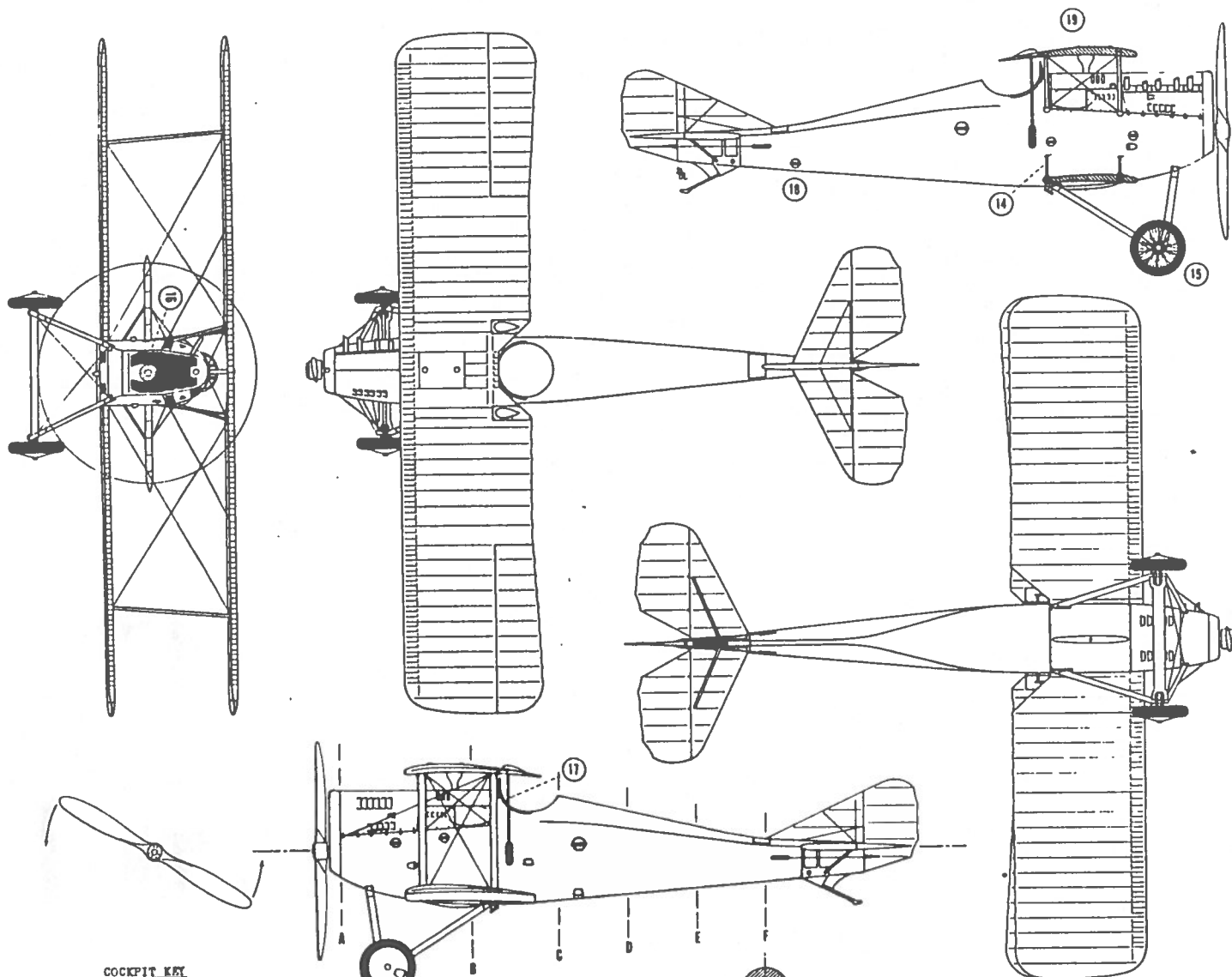
Fig. 6



Kowalski
75

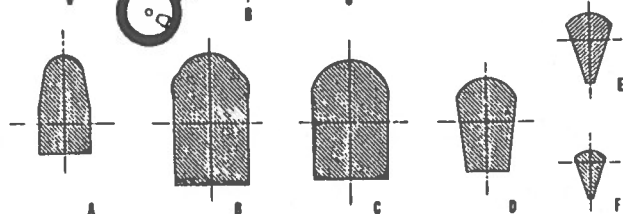


Ansaldo A-1 Balilla, Polish A.F. 1920-1926



COCKPIT KEY

- 1 Throttle lever
- 2 Speedometer
- 3 Switch
- 4 Gas gage
- 5 Ignition switch
- 6 Tachometer
- 7 Hand fuel pump
- 8 Switch
- 9 Oil gage
- 10 Altimeter
- 11 Compass
- 12 Rudder bar
- 13 Magneto

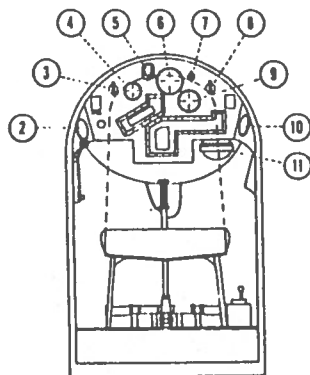


artwork:

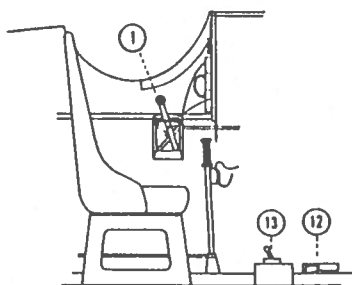
Greg
Reynolds

NOTE: In service the A-1s were frequently flown sans forward cowling.

SCALE 1/72
0 1 2 3 9 15 ft

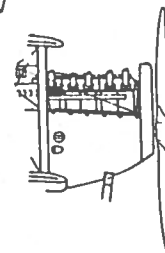
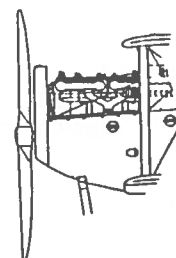


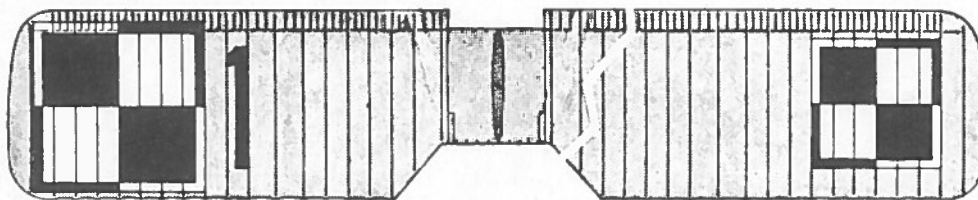
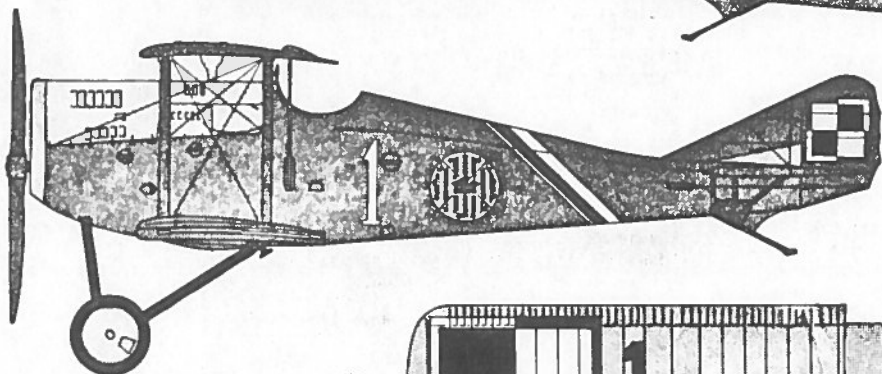
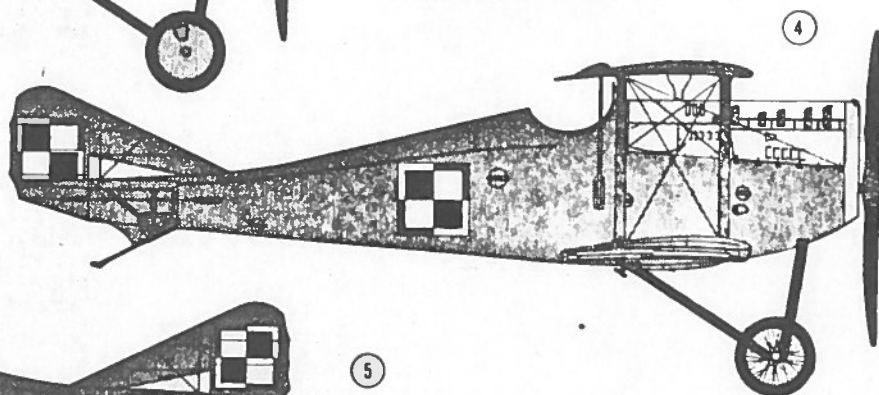
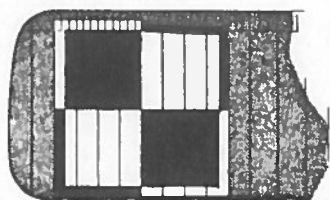
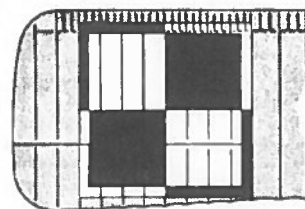
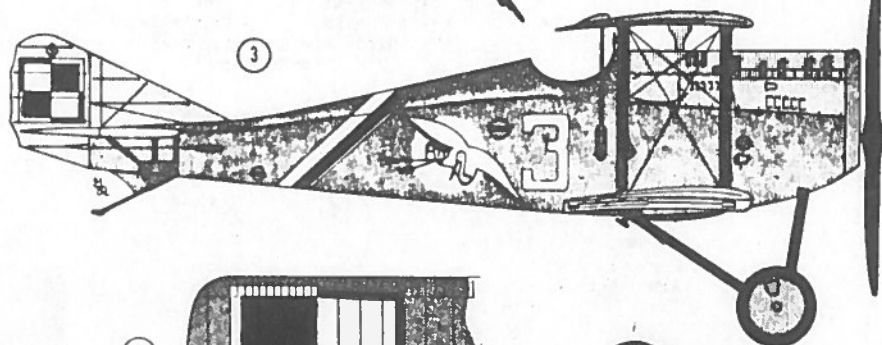
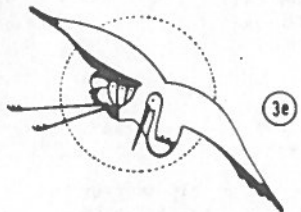
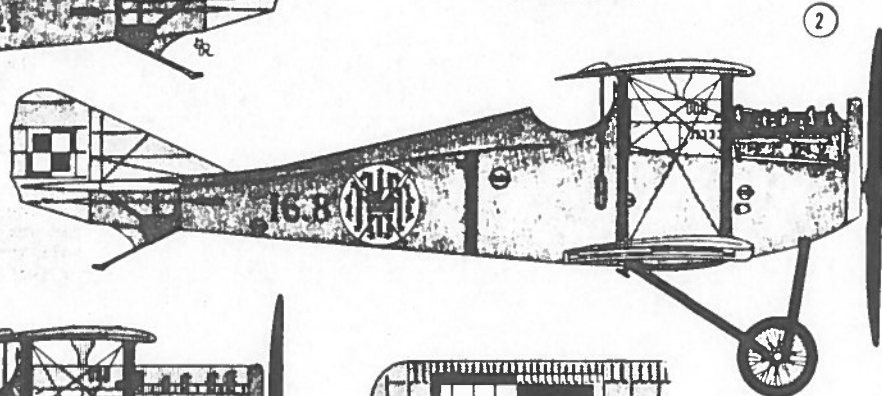
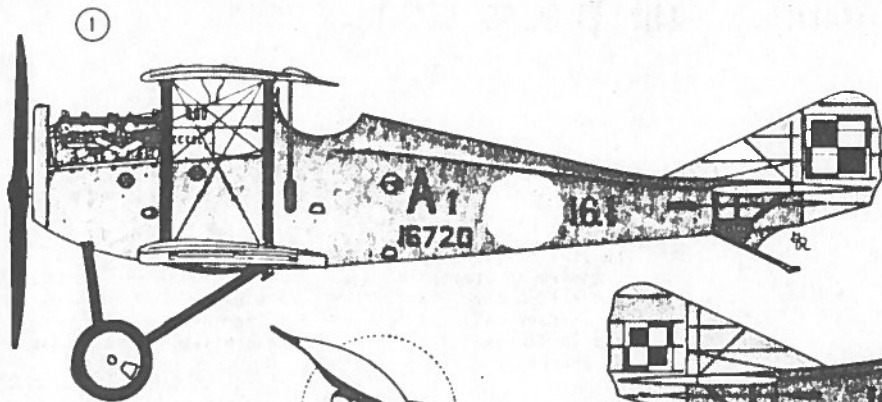
NOTE: The cockpit interior is grey.



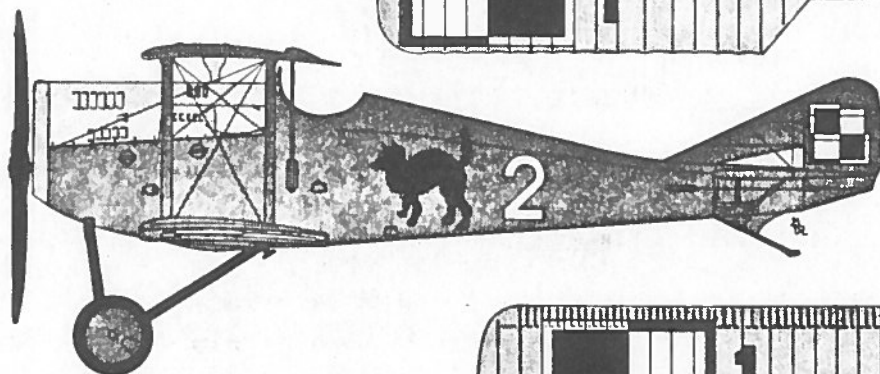
OTHER NOTES

- 14 The main interplane wires consist of two wires about 2" apart wrapped with tape, giving the appearance of a ribbon.
- 15 One or both of the fabric spoke covers were frequently missing on service a/c, the wheels had 40 spokes, 20 per side.
- 16 The exact radiator grill pattern is unknown, this is only a guess.
- 17 The aileron push rods go from the control column in the cockpit, through the fuselage and to cranks in the wings.
- 18 The inspection panels consist of a flush fitting wooden disc held by an oversized exterior slot.
- 19 The wing was removed for clarity, it can not normally come off this way.

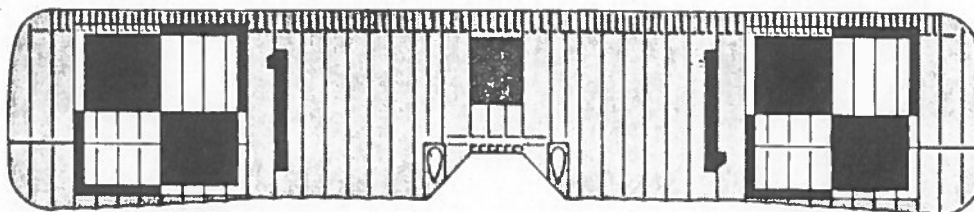




2c



2d



Ansaldo A-1 Balilla in the P.A.F. 1920-1926

The A-1 Balilla flew for the first time in the fall of 1917 but did not find favor with the Italian "Aviazione Militare". The design, an apparent attempt to simplify the Ansaldo SVA by incorporating equal chord and span wings, simpler fuselage contours and conventional interplane struts in place of the more elegant Warren truss arrangement, was found lacking in maneuverability and the semi-supercharged 220 hp SVA 6A engine troublesome. Only 156 were built and these relegated to home defense.

The Russo-Polish war provided an opportunity to put these "second string" fighters to better use. In an agreement that must have pleased both parties, the Poles to receive desperately needed aircraft and the Italians to unload what they considered a "dog", some 75 A-1s were sold to Poland from 1920 to 1921. (According to Air Enthusiast anyway. Cynk, in History of the Polish Air Force, indicates that only 35 were ordered and about 15 - 20 delivered from the Spring of 1920 until the Fall of the same year.)

Most of the Polish air units were reluctant to use the Balilla because of the engine difficulties but the Kościuszko squadron accepted them readily. Major Fauntleroy was able to rectify the engine problems and the A-1s earned a reputation for dependability and ruggedness. Although it was less agile than the Albatros D.III they were currently using, the pilots found more than adequate compensation in the superior climb rate, the extra 15 - 20 mph and a nearly doubled range, all vital factors for the ground support role they found themselves in. (The activities of the Balilla in the Kościuszko sqdn are documented in great detail in Karolevitz and Fenn's Flight of Eagles.)

Arrangements were made for the licensed manufacture of the A-1 by the Plage & Łaskiewicz factory in Lublin which eventually produced 50 machines after the war. These soldiered along side Spad 13s in the Kościuszko sqdn from the wars end until they were phased out in 1926.

While it is assumed that other Polish units operated the Balilla, the Kościuszko has had the best press and little is known of the A-1s activities outside this unit.

MARKINGS

1) This shows a typical scheme immediately after arrival in Poland. The fuselage is weathered varnished wood. The light spot is the result of removing the Italian roundel. The black serial still intact, Al 16720, is Italian and the other, 16-1 is assumed to be of Polish origin. The fabric flying surfaces show no signs of insignia removal and may have been recovered for delivery as they are simply clear doped. The lower wing insignia are per detail "1a" and the upper wing insignia are similar to "2d". Other colors are: natural metal cowl panels, including under the nose from the radiator to the rear spar, the small panels on the fin and the aileron crank housings; black struts and gas tank; darkly varnished wood prop and dull bronze radiator frame. This machine was one of the first batch of five headed for the Kościuszko sqdn, on May 1, when Lt. Chess, making a fuel stop, landed on top of Major Fauntleroy's parked aircraft. No one was injured but both badly needed planes were reduced to spares.

2) When the surviving three A-1s reached the Kościuszko sqdn the Italian serials, here Al 167??, were replaced with black numbers which also appeared on the wings, as details "2c" and "2d". The light fuselage "void" was neatly filled by Chess's Kościuszko emblem, shown in "2b". The emblem, which changes slightly from one application to the next, consists of a red four-cornered cap with black band and red and blue feather, crossed brown handled scythes with metal blades on a field of 13 blue stars and 13 red and white stripes surrounded by a black outline. (Note. This a/c had its port wheel covered.)

3) The Kościuszko sqdn received a second batch of 12 Balillas in July 1920. The few of these that survived, as this one did, bore white numbers in only two locations. A white and red stripe was added when the sqdn reformed as part of the 1st Air Regiment in May, 1921. The stork, detail "3e" was a

personal emblem and is black and white with orange beak and legs. The wing insignia are placed as shown in "2c" and "2d" but are in the "wrong" orientation as shown in "3f".

4) The licence built Lubin Balillas weren't available until shortly after the war, in 1921. They were delivered in the standard Polish dark green. The scheme shown is such an A-1, possibly before delivery to any sqdn. The lower wing insignia is shown in "4g" and the upper wing is similar but the insignia may be one rib further in.

5) The Polish built A-1s in the Kościuszko sqdn all had the red and white stripe, white number and the Kościuszko emblem. Note that the scythe handles have four stars between instead of two as shown in "2b".

6) This scheme is highly suspect but is presented here since it may be the only non-Kościuszko scheme available. Little is known about it, even the colors are a guess. Overall standard colors and insignia with a black cat and white numbers.

SPECIFICATIONS

Span:	24' 9" (7.54 m)	Length:	22' 5 1/2" (6.84 m)
Height:	9' 5" (2.57 m)	Wing area:	226 ft ² (21 m ²)
Weights:	empty, 1410 lbs (640 kg)		
	loaded, 1950 lbs (885 kg)		
Engine:	220 hp semi-supercharged SVA 6A		
Armament:	two synchronised 7.7mm Vickers machine guns		
Performance:	max. speed, 137 mph (220 km/h), at sea level		
	landing speed, 50 mph (80 km/h)		
	time to climb, 9840 ft (3000 m), 8 min 30 sec		
	16400 ft (5000 m), 17 min		
	max. ceiling, 19700 ft (6000 m)		
	endurance, 2 hr 30 min		

It should be noted that these specifications are almost provisional in nature as every source consulted gave different values. This is especially true of the overall dimensions which varied as much as two feet from one source to the next. The dimensions given here were taken from K. Wolfram's drawing, which was used as a starting point for my scale drawing, simply because after studying all the photos on hand, the proportions "looked right".

Careful readers will note minor discrepancies in the marking information given here and in Steve Załoga's excellent article. Although we worked from much the same information, our interpretations (ie. indefensible guesses) naturally varied a bit. Anyone who is disturbed by this, that is doubts that I'm right, (just kidding, Steve) should consult the photos in Flight of Eagles to form a third opinion.

Greg Reynolds, #105

REFERENCES

- 1) History of the Polish Air Force, 1918 - 1968, by Jerzy B. Cynk, Osprey Publishing, 1972.
- 2) Polish Aircraft, 1893 - 1939, by Jerzy B. Cynk, Putnam.
- 3) Flight of Eagles, by R. S. Fenn and R. F. Karolevitz, Brevet Press, 1974.
- 4) Air Enthusiast, vol. 1, no. 6, 1971, "Fighters A - Z".
- 5) Modelarz, no. 6, 1972, "Samolot Myśliwski Ansaldo-1A 'Balilla'", by W. Baczkowski.
- 6) Drawing by Krzysztof Wolfram, source unknown.
- 7) Photos lent by W. Baczkowski, T. Kowalski, and Z. Luranc, via Coloniewski.

POLISH AIR FORCE BIBLIOGRAPHY

IN ENGLISH

DESTINY CAN WAIT, THE HISTORY OF THE POLISH AIR FORCE IN GREAT BRITAIN, Edited by the Polish Air Force Association, William Heinemann, 1949. The definitive book on this period of PAF history. Emphasis is on the people and the operations with little on aircraft. If it ever appears on a used book list, grab it, you'll like it.

WINGS OVER POLAND, THE STORY OF THE 7th (KOSCIUSZKO) SQUADRON OF THE POLISH AIR SERVICE, Murray, D. Appleton and Company, 1932.

An exciting account by one of the participants. (You may have seen the photos of Mr. Murray standing by the Camel he brought to Poland.) No aircraft photos and not much technical data by today's standards, but highly recommended because of the excellent writing. They just don't seem to write adventure stories like this anymore.

FLIGHT OF EAGLES, THE STORY OF THE AMERICAN KOSCIUSZKO SQUADRON IN THE POLISH-RUSSIAN WAR, Karolevitz and Fenn, Brevet Press, 1974.

Fantastic photos of Polish Albatros and Ballila and a good account of the operations. Less exciting than the 1932 book but probably a better balance account. Best of all, its available from the publisher at a reasonable price.

HISTORY OF THE POLISH AIR FORCE 1918-1968, Cynk, Osprey, 1972.

A superb text, fantastic photos, informative appendices, and a discount price go together to make this the book-buy of the year. I can not praise this book too much. If you buy only one book this year, this should be the one.

POLISH AIRCRAFT 1893-1939, Cynk, Putman, 1971.

Anyone who knows Putman and Cynk does not have to be told how good this book is. Photos and drawings of every Polish designed a/c that flew (and some that didn't) before 1939. Expensive, but a must for any student of Polish aviation.

SQUADRON 303, THE STORY OF THE POLISH FIGHTER SQUADRON WITH THE RAF, Fiedler, Roy Publishers, 1943.

G- FOR GENEVIEVE, Herbert, Roy Publishers, 1944.

POLISH WINGS OVER BRITAIN, FOR YOUR FREEDOM AND OURS, Marsh, Maxlove Publishing, 1943.

Published during the war, the censor didn't allow much hard data; even the names of the participants are fictitious. Exciting accounts of operations that can be correlated with actual events by comparing to DESTINY CAN WAIT.

POLISH WINGS IN THE WEST, Arct, Interpress, 1971.

A very condensed account without photos but one that has benefited with the passage of time to provide "historical perspective". If you don't have DESTINY CAN WAIT, you must obtain this one. Even if you do have the older volume, you will want this - its so inexpensive (75¢ in 1971).

POLES AGAINST THE "V" WEAPONS, Arct, Interpress, 1972.

Little of direct aviation interest here but at exciting spy story at a price any enthusiast can afford.

POLES IN THE ITALIAN CAMPAIGN 1943-1945, Terlecki, Interpress, 1972.

Only a photo of a Polish Auster for the aviation buff, but an interesting account at a price any WWII enthusiast can afford.

PROFILE PUBLICATIONS:

#75 PZL P-11, Liss, 1966.

#170 PZL P-24, Cynk, 1967.

#104 PZL P-23 Karas,

#231 Lublin R XIII Variants, Cynk

#258 PZL P-32 Bos, Cynk

No need to tell you about these except to mention that the early ones were inexpensive and good and the later ones were expensive and excellent.

IN POLISH

POLSKIE SAMOLOTY WOJSKOWE 1918-1939, Morgała, Wydawnictwo Mon, 1972.

A must in any collection on the small air forces. Every a/c of either Polish or foreign design used by the Polish Air Force before 1939 is covered in a chapter of text with photos and 3-view drawings. Fighters, bombers, trainers, transports, etc.; they are all here. (WWI a/c are covered in a separate chapter with many photos but no drawings.) Promised for the future, and eagerly awaited, are companion volumes on the PAF during the war and after the war.

KONSTRUKCJE LOTNICZE POLSKI LUDOWEJ, Glass, WKL, 1965.

Text, photos, and large 3-view drawings of every aircraft designed in Poland since the end of WWII. About half sailplanes and half powered aircraft. The quality of the 3-view drawing is excellent; cross sections are included as well as color information. It is impossible to praise this book too highly. Probably the best book on a/c on my shelves.

MORSKI DYWIZJON LOTNICZY 1918-1939, Rozwadowski, Sigma Press, 1973.

Published in the US and available from the publisher, this little volume covers all the history and a/c of the MDL up to 1939. Interesting but small 3-view drawings of some very unusual types. The only fault is the use of photos of some a/c in German markings; probably necessary, but irritating none-the-less.

POLSKI PRZEMYSŁ LOTNICZY 1945-1973, Babiejczuk and Grzegorzewski, Wydawnictwo Mon, 1974.

A history of all aspects of post-war Polish aviation industry. Good photo coverage with some in color.

LOTNICTWO POLSKIE W 1939 ROKU, Kurowski, Wydawnictwo MON, 1962.

The definitive book on the September Campaign. Day-by-day and unit-by-unit presentation of the operations with detailed campaign maps, tables, and photos. This is a book that badly needs to be translated into English; if for no other reason but to counter the lies that have appeared in the translations of German books.

PRZEGLĄD SAMOLOTÓW SPORTOWYCH I ICH OSIĄGNIĘC, Dabrowski, WKL, 1964.

A survey of Polish "sports" a/c with good chapters on the Challenge Cup events and Polish record-breaking attempts. Three-view drawings of most of the world's "sports" a/c with good coverage of Polish a/c.

WOJNA POWIETRZNA W POLSCE 1939, Rzepniewski, W MON, 1970.

Another survey of the September Campaign. Of much less use than the book by Kurowski to the non-Polish speaking reader.

UDZIAŁ POLAKÓW W BITWIE O ANGLIE, Jokiel, PAX, 1968.

Mostly photos of pilots.

NA POLIGONIE I NA DEFILADZIE, Gajkowski, Horyzonty, 1975.

Covers all present-day Polish military equipment; tanks, trucks, rockets, artillery, helicopters, aircraft, and ships. Good 3-view tone drawings make it useful to the modeler.

PREZENTUJ BRON, OREZ ZOLNIERZA POLSKIEGO 1939-1970, Magnuski, Horyzonty.

One page of text and a color drawing of each piece of military equipment (a/c, tanks, gun, grenades, etc.) used by the Polish forces in the September Campaign, in the underground, in the Warsaw Uprising, in the West, in the East, and after WWII.

OD RWD DO MIGU, Szajewski, - , 1956.

This book shows its age and would probably be classified as a juvenile book, but there are some unusual photos of cockpit interiors for the modeler.

UWAGA, WSZYSTKIE SAMOLOTY, Rolski, PAX, 1968.

LUDOWE LOTNICTWO POLSKIE 1943-1945, Kolinski, W Mon, 1965.

AKCJA V-1, V-2, Wojewodzki, PAX, 1970.

LOTNICY SPOD ZNAKU POZNANSKIEGO "KRUKA", Krol, PAX, 1971.

ZEW PRZESTWORZY, OPOWIESCO ZWIRCE I WIGURZE, Wardasowna, LSW, 1970.

MYSLIWICY, Urbanowicz, Znak, 1971.

WIATR W PODESZWACH, Meissner, Iskry, 1971.

DZIEJE POLSKICH SKRZYDEŁ, Slawinski, Interpress, 1974.

KRAKSY I WZLOTY, Kurowski, W MON, 1965.

CZARNE KRZYŻE NAD POLSKA, Skalski, W MON, 1967.

PILOT GWIAZDZISTEGO ZNAKU, Meissner, Iskry, 1970.

SOWY NADLECA O SWICIE, Krzycki, W MON, 1970.

BOSIE ATAKUJA SAMOTNIE, Gaczkowski, W MON, 1969.

KRAKOWSKIE SKRZYDŁA, Krol, W MON, 1974.

POZNANSKIE SKRZYDŁA, Krol, W MON, 1975.

LOT DO POLSKI, Konieczny, KAW, 1975.

W OGNIU I WICHRZE, Slawinski, KAW, 1975.

LOTNICY W BITWIE NAD BZURA, Kurowski, KAW, 1975.

85 DNI POD FRANCUSKIM NIEBEM, Rolski, KAW, 1975.

POD NIEBEM TUNEZJI, Krol, KAW, 1975.

ODRODZENIE ZURAWIA, Slawinski, KAW, 1975.

Most of these are personal accounts of experiences before and during WWII. Several very interesting photos in every one and the recent ones are especially good, but they are probably only for the most devoted students of Polish aviation.

TYPY BRONI I UZBROJENIA

#3 PZL P-24

#5 PZL P-37 Bos

#13 TS-11 Iskra

#19 PZL P-23 Karas

#23 PZL P-11

#29 TS-8 Bies

Polish Profiles. Very much like the early Profiles from England in both size and format. Interesting color drawings, photos, and drawings of cockpit interiors. Highly recommended.

Polish Aviation Magazines:

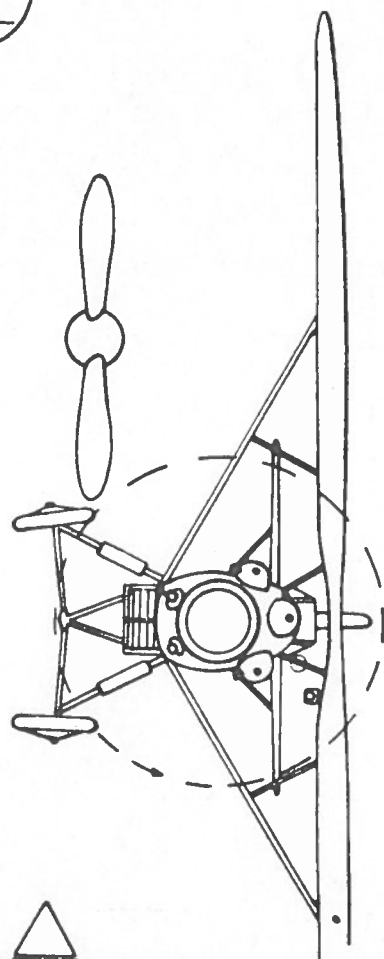
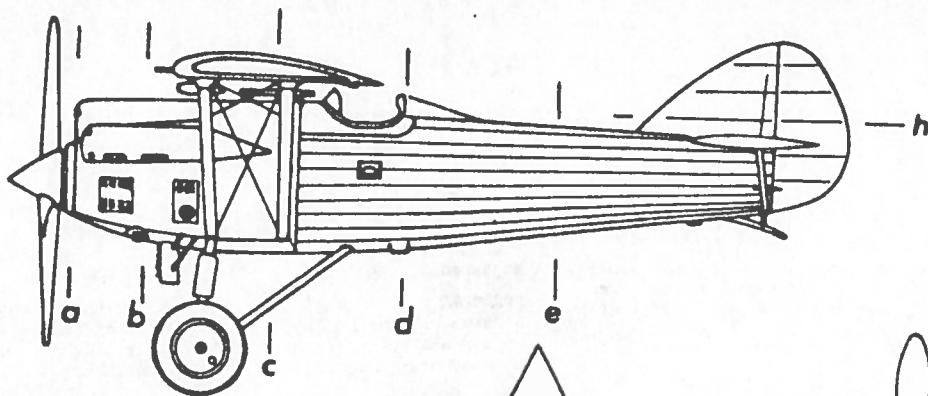
MODELARZ: Monthly. Usually one good scale drawing per issue of an a/c of importance to Polish aviation history.

BIULETYN INFORMACYJNY INSTYTUTU LOTNICTWA: Bimonthly. Technical magazine with an occasional historical article. English translations of most, but not all, articles.

TECHNIKA LOTNICZA I ASTRONAUTYKA: Monthly. Another technical magazine. Each issue has an article on a historical Polish a/c with excellent color 3-views on the cover.

This is not a complete list, just what I have on my own library shelves. Many of these books are out of print and available only from used book lists, if at all. Others are available only from Poland. I would be pleased to supply any additional information about any of these books. Additions to this list would be appreciated.

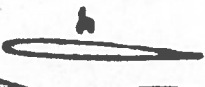
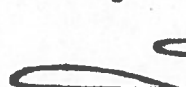
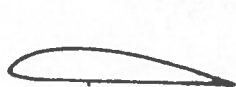
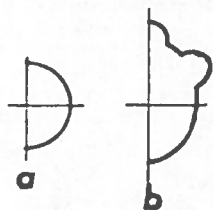
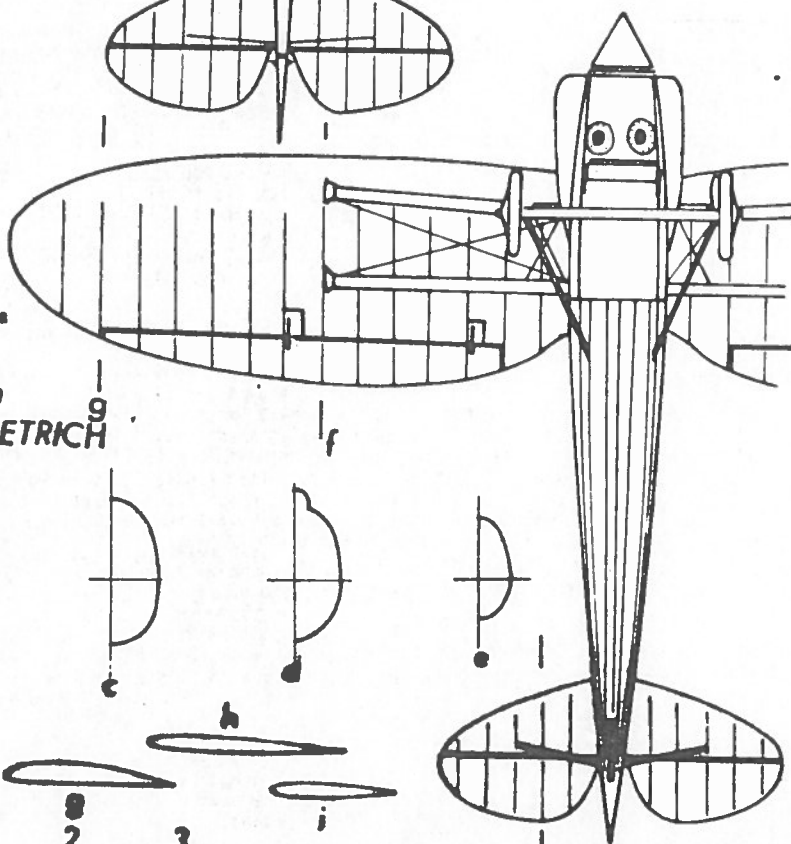
Jim Sanders SAFCH #1



The PWS 10M1

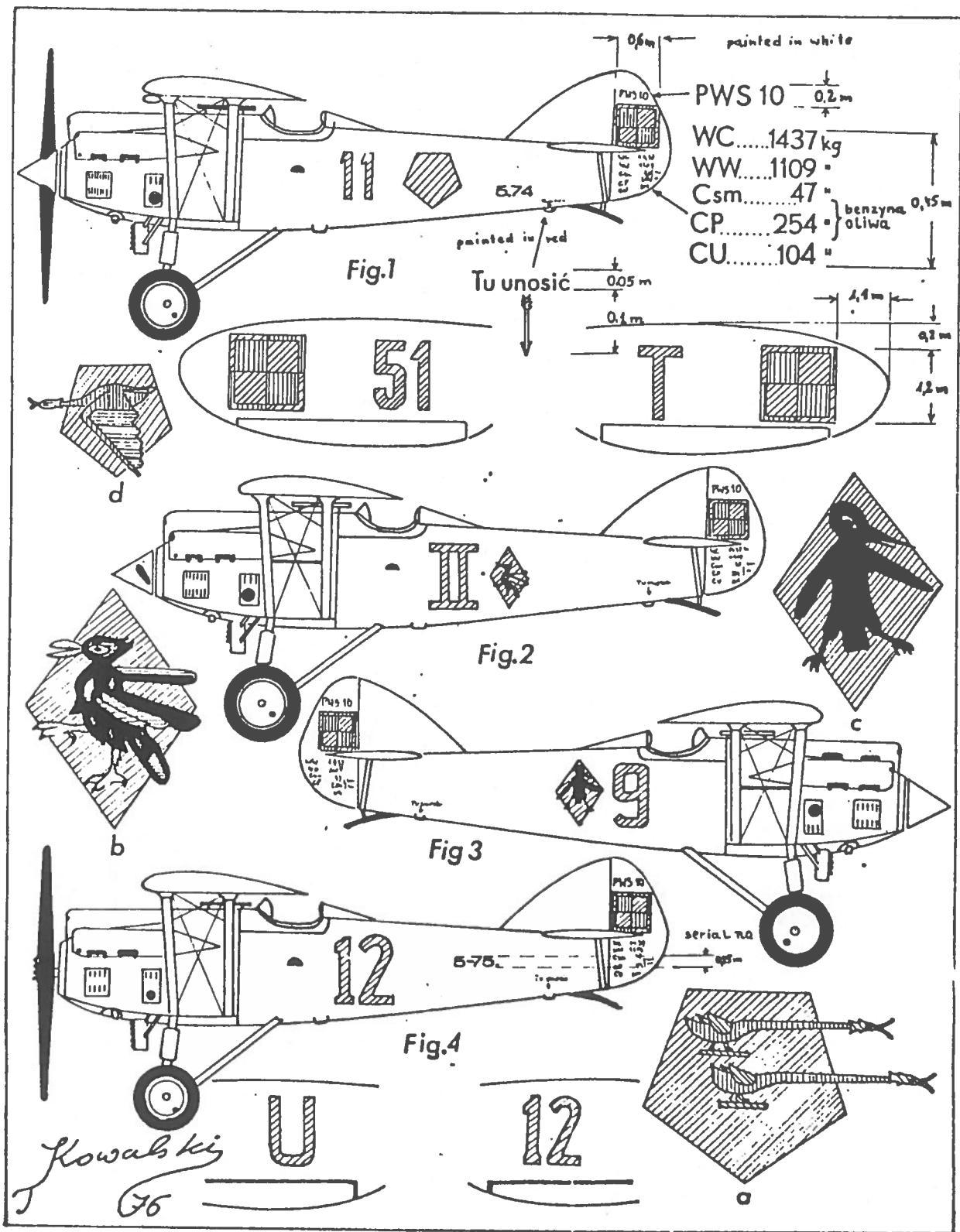
FIRST DESIGNED AND
SERIAL BUILD FIGHTER
IN POLAND

span 10,5m
length 7,7m
wing area 18,25m²
weight loaded 1437 kg
top speed 240 km/h
engine LORRAINE DIETRICH
LD 12Eb



scale 1/72 0 1 2 3 m

drawn by T.J. Kowalski



ARU DHABI received, in August 1975, the two C-130Js which were ordered in 1973. Both were delivered via Lyncham on August 10th. Serials are 1211 and 1212.

ARGENTINA has taken delivery of the first of two Beechcraft Super King 200s ordered.

AUSTRALIA ordered 12 C-130H Hercules aircraft for service with No. 36 Sqn.

*The first of 10 Sea King Mk 50s will enter service with the 817 Sqn. They will replace the good old Wessex.

BELGIUM ordered 6 Fairchild Swearingen Merlin 3As for replacement of its Pembrokes. Delivery will begin in March 1976.

BRAZIL may increase its order for the Embraer Xavantas (licence built Macchi MB 326s) from 112 to 162. To date 83 have been delivered.

*Two Boeing 737-200 advanced transport a/c as VIP aircraft have been ordered with delivery before the end of this year.

DENMARK: On June 13th at 0915, TF-104G, RT-6001, crashed 5 miles north-east of Fynshoved. Both pilots (Stentoft and Johansen) bailed out.

*The first SAAB T-17 Supporter, serial T-401, has been delivered. The T-17s will replace the Air Forces Chipmunks and the Armys KZ-7s and L-18Cs.

EGYPT placed an order for 200 Hawks and 250 Westland Lynx.

ETHIOPIA: The US Government has decided to base 30 USAF fighters in Ethiopia temporality to protect the US communications stations in the Eritrean area.

FINLAND: The Finnish Air Force is evaluating the SAAB 105 as a replacement for its Fouga Magisters which, in addition to training, also serve with an operational wing, HavLv 21 at Porl.

*The Finnish Air Force has acquired a Cessna 402 for communications duties.

*Finland will buy 6 SAAB 35 Drakens from the R.Sw.A.F.

GABON has the intention to order 6 Mirage aircraft.

GREECE ordered 8 more Hercules C-130Hs. They already have 18 aircraft on order. The Hercules is due to replace the C-47.

*Greece took delivery of the first of 60 LTV A-7H Corsair IIs on the 5th August.

ITALY: On September 25th 1975, four F-104s crashed after take-off from Bittburg.

IRAN: The IIAF has now a total of 12 B-747 on order.

IRAQ has ordered an unknown number of Mirage F-1s.

ISRAEL: First delivery of the F-15 will be at the end of December 1975 (probably a batch of 46 a/c). Dr. Henry Kissinger announced that the IDF/AF will receive F-16s for the attack role.

*Israel will receive in 1976 25 F-15s. The a/c will be diverted from USAF orders. Other a/c on order are CH-53s equipped for electronic intelligence (ELINT) and E-2C Hawkeye AEW a/c.

JORDAN: The RJAF will probably receive 12 ex IIAF F-5As in addition to 20 F-5As and 2 Bs from Iran last year.

KENYA may order a dozen Northrop F-5s to supplement its four remaining Hawker Hunters and 6 BAC Strikemasters.

LEBANON: The Lebanon Air Force has ordered three ex RAF Hunters.

NETHERLANDS: The last two JS-2N Trackers of the Marine Luchtvaart Dierist (MLD = Naval Air Service), 159 and 160, were withdrawn from use and are now stored at the Kooy.

*Newly delivered Bolkow 105 is B-41.

*Defense plans for the coming year are:

-Phase out of No. 320 Sqn. (MLD) and no replacement for this Sqn's Neptune. This plan has already been revised and for the time being the Neptunes will remain in service. The order for a number of Orions probably has been cancelled.

-The Westland Lynx helicopters will be delivered to the Navy in 1976 and 1977, while a new order for 8 more is expected by the end of 1975.

-This will mean the phase out of the Augusta Bell UH-1Bs in 1977.

-The option for 18 more F-16s will not be made into an order. This means No. 306 photo-reconnaissance Sqn. will keep using their RF-104Gs.

-The replacement of the NF-5s will be postponed, possibly indefinitely.

-Eindhoven AB (called "Welschap") will remain an operational base until 1980.

-The Nike and Hawk Sqn's. will remain in service and the Hawks will be updated.

*In consultation with the Dutch government, Fokker has refused to deliver a version of the F-27 to Chile. It concerned an order for a sea-patrol aircraft. Last year the defence minister refused to give permission for a KLU Troopship to demonstrate for a Chilean delegation as the Dutch government is opposed to the regime.

*The Dutch army took delivery of the first 2 of 30 MBB Bo-105 helicopters on 11 August 1975. They will go to No. 298 Sqn. operated by the RNethAF on behalf of the Army at Soesterberg. Registrations B-37 and 38; c/n S.237 and S.238.

NIGERIA received a number of MiG 21 fighters from the Soviet Union. How many aircraft were delivered is not known.

PAKISTAN ordered 10 Mirage IIIR aircraft.
*The PAF has ordered 10 Mirage IIIRPs in June and will probably order 12-16 Mirage M.50s next year. They already operate 38 Mirage 3EPs, 3 Mirage 3RPs, 5 Mirage 3DPs. and 28 Mirage MSPAs.

PARAGUAY has acquired 5 Douglas DC-6Bs from the Brazilian Air Force and may also receive some North American AT-6G armed Texans from Brazil.

PERU is expected to acquire another 14 Mil Mi-8 helicopters which would bring the total delivered to 22.

SAUDI ARABIA ordered C-130Hs for delivery in 1977.

SOUTH AFRICA has acquired the first batch (believed to be 3) of Swearingen Merlin IIIs for communications duties.

SPAIN: The first Mirage F.1CEs (Spanish designation C.14) were delivered to the Spanish Air Force. They are operated by 141 Escuadron at Los Llanos AB.
*Spain has chosen the name Matador for its Hawker Siddeley Harriers, eight of which have been ordered for use aboard helicopter carrier "Dedalo".

SWEDEN: All Swedish Viggen are grounded. Reason is three accidents involving the Viggen in a very short period. All three caught fire while launching rockets and broke up in mid air.

SWITZERLAND decided recently to order 72 F-5E Tiger IIs for the Air Force. The first 19 aircraft will enter service in 1979. The other 53 must be delivered before 1981. All aircraft will be built under licence at Emmen AB.

TURKEY received 7 F-5As from Libya in September 1975. This called for an official protest from the US government.

BELGIUM: The RBAF also ordered 16 Alpha Jets with an option on 17 more. Delivery will begin in 1977.

NETHERLANDS: Three Neptunes of the MLD will remain in the West Indies area (Hato on Curacao) for rescue and patrol duties. On a rotational basis of 320 Sqn., the Neptunes will be in Antillian waters for the coming years.

PAKISTAN: Also on order or already delivered are 3 ex Aeronavale Atlantica.

ANGOLA: The inventory of the MPLAS air force is reported to be 3 MiG 15UTI, 8 MiG 17, and at least as many MiG 21. This air arm operates from an airfield near Luanda and it has a red-orange-black insignia and is trained by Cubans.

ARGENTINA: Army DHC-6 crashed into Mt. Auonguija on 5/1/75.
*The Fuerza Aerea Argentina has ordered one Sikorsky S-61R SAR helicopter.
*Thirty A-58 Pucarass have been ordered for two squadrons. A second order for 40 aircraft may be placed in the near future.

BOLIVIA: The Bolivian Air Force has taken delivery of a Learjet 25B which will be used for VIP duties and aerial photography. Serial is FAB-008.

ETHIOPIA: A number of F-5A have been transferred to the Ethiopian Air Force by the IIAF with approval of the US.

GREECE: Eight RF-4E have been ordered.
*Thirty-three T-33 have been acquired from the Luftwaffe.
*New orders for the Hellenic air force are 10 Bell UH-1D Iroquois and 40 Augusta Bell 204 and 205 helicopters.

IRAN: Consideration is being given to the purchase Boeing E-3A AWACS aircraft or, as a cheaper plan, some Grumman E-2C Hawkeyes (AEW).

ISRAEL: Four E-2C Hawkeye AWACS aircraft have been ordered from Grumman with delivery between November 1977 and March 1978.
*Twenty-five F-15 Eagle fighters have been ordered.

JORDAN: An order has been placed for 4 Sikorsky S-76 Blackhawk helicopters which will be delivered late 1978.

KOREA, SOUTH: Thirty-six more F-4D Phantoms have been received bringing the total of this type to 72.

MOROCCO: Twenty-five Dassault Mirage F-1 fighters have been ordered with an option for 50 more.
*Twelve T-34C Mentor trainers have been ordered from Beechcraft. Deliveries are to begin in 1977.

NETHERLANDS: Open days - Soesterberg AFB, 19 June 1976; Gilze Rijen AFB, 18 September 1976.

PERU: On 28/2/75, FAP 626 Mil Mi-6 crashed into Tigre River near Casarillo Rolognese.

PORTUGAL: Six Fiat G-91T will be received from West German surplus stocks.

SPAIN: The Spanish Army Air Arm ordered 3 CH-47 Chinook helicopters. They have already received 6 in 1973.

SYRIA: With approval of the French Government, Syria plans to order some 20 to 40 SA-321 Super Frelon helicopters.

SWEDISH AIR FORCE DESIGNATIONS

A = Attack; B = Bomb; E = Eskort (Escort); Hkp = Helikopter;
J = Jakt (Fighter); JA = Jakt-Attack; P = Prov (Evaluation);
S = Spaning (Reece); Sk = Skolning (Trainer); T = Torped;
Tp = Transport; O = Ovning (Advanced Trainer).
Hkp, Sk, and Tp are now written HXP, SK, and TP.

A 1	Phonix C.I	P 1	Sparmann Sl-A	T 1	Heinkel HD 16W
A 21A-3, RA, KB	SAAB 21	P 2	Fw 44J Stieglitz	T 2	He 115A-2
A 28B	Vampire FB 50	P 3	Sparmann E4 project	T 3D	Ju 86K-13
A 29B	SAAB 29 Tunnan	P 4	Fi 156 Storch	T 16A (or T 13)?	became S 16
A 32A	SAAB 32 Lansen	P 5	Hampden B.1	T 18B	SAAB 18
A 36	SAAB project	P 6	Fw 58 Weihe		
AJ 37	SAAB 37 Viggen	P 7	SAAB 17 (L 10)	TP 1	Junkers F.13
		P 8	SAAB 18 (L 18)	TP 2, A	Junkers W.33, W.34
		P 8B(7)	Gotaverken GP 8 project	TP 3	DH 90 Dragonfly
B 1	Fiat BR	S 1	FVM S 21, S 25	TP 4	Beech 18R
B 2	Fiat BR.1	S 2	Heinkel HB 31, 32	TP 5	Ju 52/3m
B 3A, B, C, C-2, D	Ju 86A, K	S 3	HB 42	TP 6	Fairchild 24
B 4, A, B	Hawker Hart	S 4	HB 47	TP 7	Miles M.3A Falcon
B 5A, B, C, D	N-Douglas 8A-1	S 5, A, B, C, D	HE 5, HE 5/t	TP 8, A	Waco UIC-4, ZQC-6
B 6	1)Sev-Republic 2P-A	S 6, A, B	Fokker C.V-E, D, E	TP 9	Ju 86Z-7
B 7	2)Fokker G.Ib	S 7, A	later redesignated	TP 10	Fokker F.VIII
B 16A	Ca.313 S		B 4, B 4A	TP 11	PWS RWD-13
B 17A, B, B-2, C	SAAB 17		Svenska Aero SA-15 Project	TP 16A	Ca.313 S
B 18a, B	SAAB 18		Hawker Osprey	TP 24	Do 24T-1
E 1	re-designated	S 8	2)Bre 694	TP 45, A	C-45G, Beech 18S
	E 2AI, O 4, and O 5	S 9	2)Do 215A-1	TP 46	DH 104 Dove
Hkp 1	Vertol 44	S 10	He 114B-1	TP 47	PBY-5A Catalina
Hkp 2	Aluette II	S 11	Fi 156 Storch	TP 51	Super Cub
Hkp 3	AB 204B	S 12	Ca.313 S	TP 52	Canberra TMk.11
Hkp 4	B-Vertol 107-II	S 14, A, B	SAAB 17	TP 53	Do 27Q-5
Hkp 5	Hughes 269A	S 16A, B	SAAB 18	TP 54	3)MFI-10B Vipan
Hkp 6, B	AB 206A	S 17BL, BS	3)FFVS 22	TP 55	3)DHC-4 Caribou
		S 18A	P-51D Mustang	TP 78	Norseman Mk V
J 1	Phonix D.III	S 22	Vampire FB50	TP 79	DC-3
J 2	Nie-D 29C-1	S 26	SAAB 29 Tunnan	TP 80	Lancaster Mk I
J 3, A, B	later redesignated	S 28B	Spitfire PR 19	TP 81	JRF-2 Goose
	S 6A, S 6B	S 29C	SAAB 32 Lansen	TP 82	Varsity
J 4	Heinkel HD 19	S 31	SAAB 35 Draken	TP 83	Pembroke C 52
J 5	3)Svenska Aero Jaktfalken	S 32C	SAAB 37 Viggen	TP 84	C-130E Hercules
J 6, A, B	Dio	S 35E		TP 91	SAAB 91 Safir
J 7	Bulldog II, IIA	SH 37, SF 37			
J 8, A	Gladiator I, II	Sk 1	Albatros B.II	O 1	FVM Tummeliten
J 9	Sev-Republic EP-106	Sk 2	Friedrichshafen FF33E	O 2	Albatros C.I
J 10	2)Vultee Vanguard 48C1	Sk 3, A	Avro 504K, N	O 3	Gloster Grouse II
J 11	Fiat CR.42bis	Sk 4, A, B	Heinkel HD 24	O 4	Phonix C.I
J 12	redesignated J 20	Sk 5	HD 35	O 5	Dio
J 21A-1, A-2, A-3	SAAB 21	Sk 6, A	HD 36	O 6	F 2B Fighter
J 21RA, RB	SAAB 21R	Sk 7	3)DH 60X, M Moth	O 7	Svenska Aero Piraten
J 22A, B	FFVS 22	Sk 8	3)Svenska Aero Skolfalken	O 8	Dio Ovningfalken
J 26	P-51B & D Mustang	Sk 9	DH 60T Moth Trainer	O 9	ASJA typ 2
J 28A, B, C	Vampire Fl, FB50, T55	Sk 10	RK 26 Tigerschwalbe		
J 29A, B, D, E, F	SAAB 29 Tunnan	Sk 11, A	DH 82A Tiger Moth		
J 30	Mosquito NF 19	Sk 12	Fw 44J Stieglitz		
J 32B	SAAB 32 Lansen	Sk 14, A, N	NA-16-4M		
J 33	Venom NF 51	Sk 15, A, B, C	Klemm Kl 35B & D		
J 34	Hunter F50	Sk 16A, B, C	AT-6 & T-6B, SNJ-3		
J 35A, B, D, F	SAAB 35 Draken		& BC-1A, SNJ-2		
JA 37	SAAB 37 Viggen	Sk 25	Bu 181B Bestmann		
		Sk 28B, C-1, 2, 3	Vampire FB 50, T55, T55A		
			modified FB 50		
		Sk 35C	SAAB 35 Draken		
		Sk 37	SAAB 37 Viggen		
		Sk 50B, C	SAAB 91 Safir		
		SK 60A, B, C	SAAB 105		
		SK 61A, B, C	Bulldog 101		

Lennart Andersson SAFCH #68

- 1) Only two delivered. Used as liaison planes.
- 2) Not delivered.
- 3) Only for evaluation purposes.

GERMAN WW I AIRCRAFT
IN SWEDEN

Lennary Andersson

9504

One of five AEG G.V (8101/8501/8502, 9504, 9506, 9508 and 9510) delivered 1918-19. Flown occasionally during 1919. German lozenge-pattern camouflage (Flyghistorisk Revy 22)

937

The Fokker D.VII (937) which was flown to Sweden by Göring in April 1920. Bought by Flygkompaniet and used during that year. (Flyghist.Revy 22)

Silver all over

Left upper wing

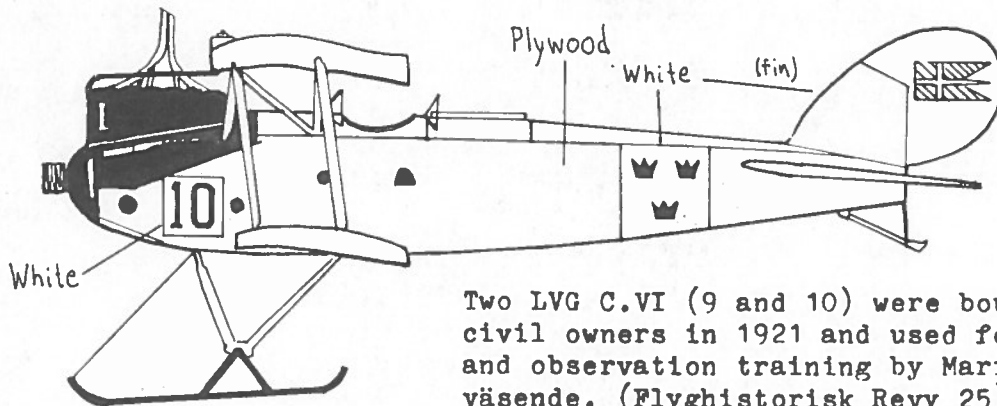
Probably white (rudder fin)

Blue
Yellow

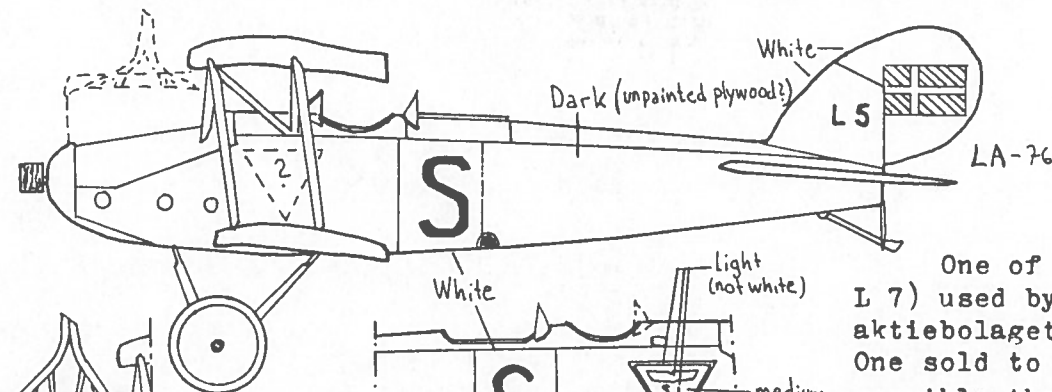
White

Overpainted German cross

Left under wing



Two LVG C.VI (9 and 10) were bought from civil owners in 1921 and used for gunnery and observation training by Marinens Flygväsende. (Flyghistorisk Revy 25)



One of seven LVG C.VI (L 1 - L 7) used by Svenska Lufttrafikaktiebolaget (SLA) from Jan 1920. One sold to Marinen in 1921. It is possible that 10 and L 5 is the same a/c, but if not, the engine should look as shown under L 5. Part of L 2. (Flyghist.Revy 24 + Flyghist.Månadsblad 12/1974)

Photo FR 24 : Plywood
• FM 12/74 : Some dark colour

Bare metall

AMBULANCE FLYING IN SWEDEN

Lennart Andersson

As Sweden contains vast road-less areas, there has been a great need for a flying ambulance organization. A Bréguet ambulance started flying from the seaplane station at Boden in 1924, and at Frösön, FVM S 21 aircraft were used (observer's seat removed, patient in a hammock with hay under and sheepskin over himself). F 2 had an unsuccessful start, its Trp 1 crashed on the first ambulance flight. A new aircraft, a Tp 2A, started operation in 1934, and later on F 2 aircraft flew also in the air-sea-rescue role. Nowadays both tasks are carried out by helicopters.



BODEN: Aircraft used

Bréguet XIX Tbis S-ASAA (1) bought by Prince Carl of Sweden. June 1924-26
AFI Junkers F.13/Trp 1 (later Tp 1) no.1 (3) 1928-38, to F 4.
AFI Junkers W.34/Tp 2A no.6 later coded F4-71 1935-41, to F 4.
Beechcraft 18R/Tp 4 no.7, coded (F4)-72 later (F21)-2 1940-53.

F 4:

FVM S 21 4214 reconnaissance plane used as ambulance 1925-
FVM S 1 46 rebuilt in 1927 (2) 1928-31 crashed. Both aircraft also used at Boden
Junkers F.13/Trp 1/Tp 1 no.2 ex-S-AWAA 1929-34
AFI Junkers W.33/34/Tp 2/Tp 2A no.4 1933-38 crashed (See SAFO Vol 1 No 3)
AFI Junkers F.13/Tp 1 no.1 as reserve 1932-43
AFI Junkers W.34/Tp 2A coded F4-71 1941-53 (See SAFO Vol 1 No 3)
Noorduyn Norseman Mk.V/Tp 78 coded F4-W (7) 1949-59 Sold to privat company.

F 2:

Junkers F.13/Trp 1 no.3 ex-S-AAUA 1929-30 crashed
AFI Junkers W.34/Tp 2A no.5 1934-42 (See SAFO Vol 1 No 3)
CFV S 5A 271 maritime reece plane modified 1945-48
Dornier Do 24T-1/Tp 24 coded F2-90 (5) Bought in 1945 after deserting from Germany. Considered as Soviet property and taken away by a Russian crew in 1951.
Can. Vickers Catalina/Tp 47 no. 01 later 79 1948-60 to F 8. Transferred to Sw. A.F. museum in 1966 (6)
As above no. 02 1948-52. Shot down by Soviet fighters.
As above no. 03 1948-60 F 8 1960-66
SAAB S 17BS used as ASR planes, the two last ones until 1950
Heinkel He 115A-2/T 2 Two used for ASR - 1952
Noorduyn Norseman Mk.V/Tp 78 (8) One obtained in 1950, one in 1952. One crashed in 1954, the other was destroyed by fire in 1956. At least one used by F 2, the other possibly by F 21.

F 21:

Beechcraft 18R/Tp 4 coded (F21)-2. See under BODEN: (4)
Grumman JRF-2 Goose/Tp 81 coded F 21-60 (9) 1951-62 crashed

F 3:

Four Fiesler Fi 156C-3/S 14B based at Kiruna Dec 1944-May 1945 for rescuing refugees from Norway. (10)

No civil aircraft (with exeption for the Bréguet) have been included.

Figures in brackets refere to drawings.

Where applicable:

-  Blue
-  Yellow

Red cross on white roundel

* Mostly flown as floatplane

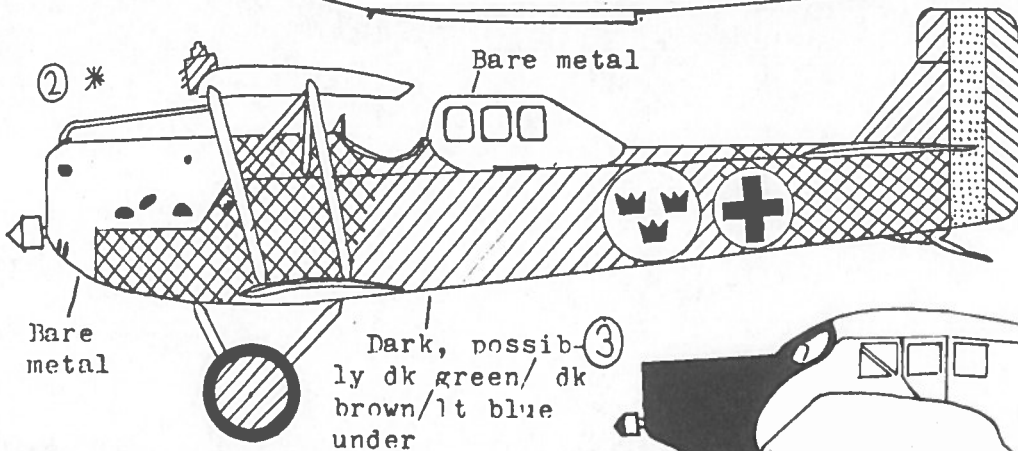
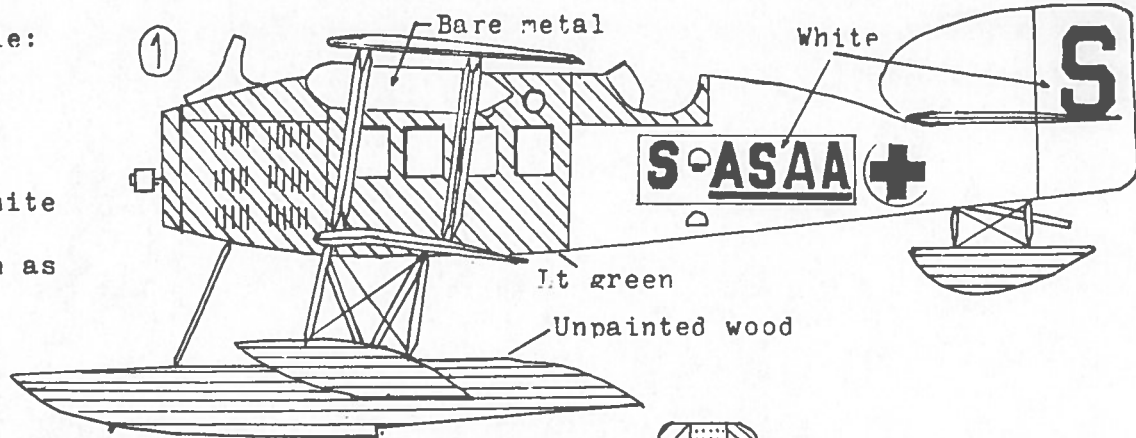


Photo in Flyg-historisk Revy no. 22 and Flygning 10/1937

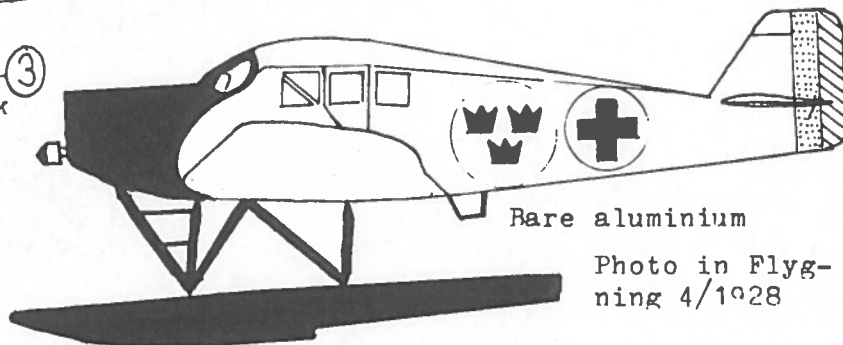
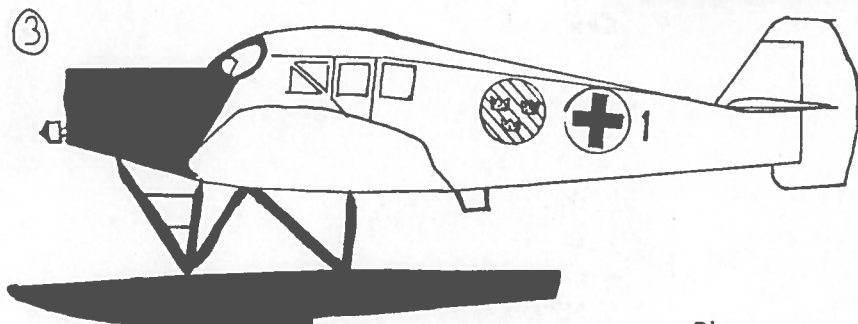
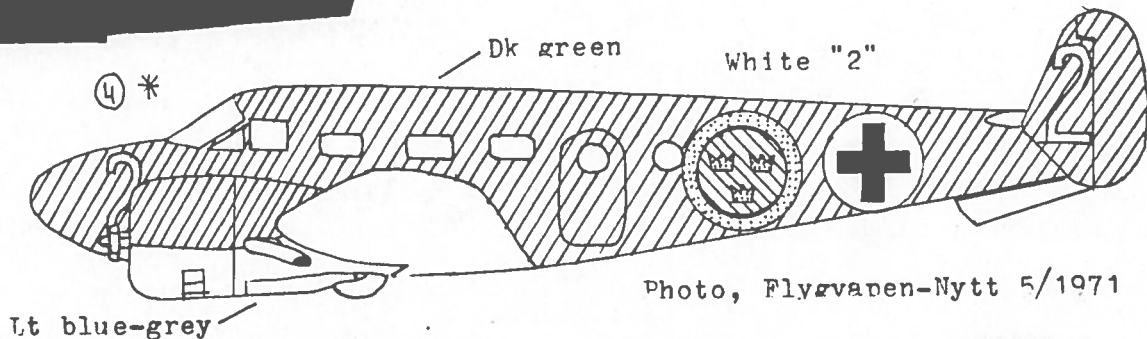


Photo in Flygning 4/1928

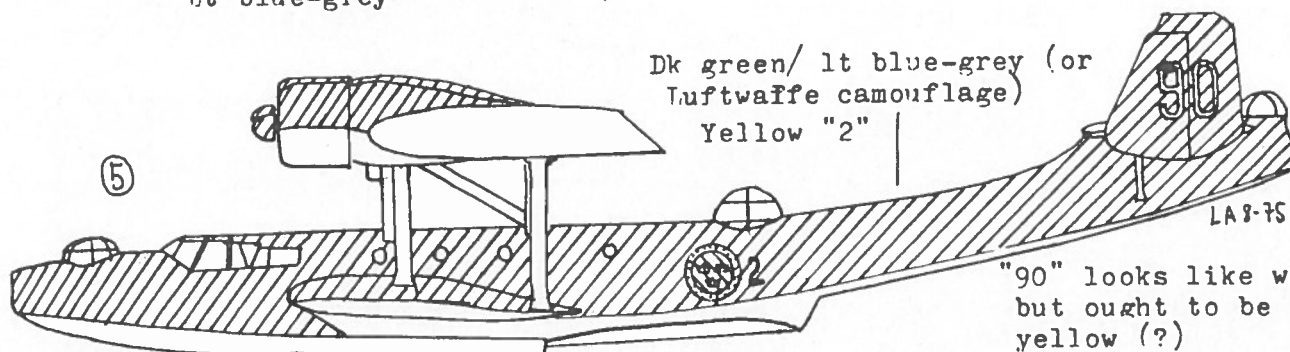


Bare aluminium

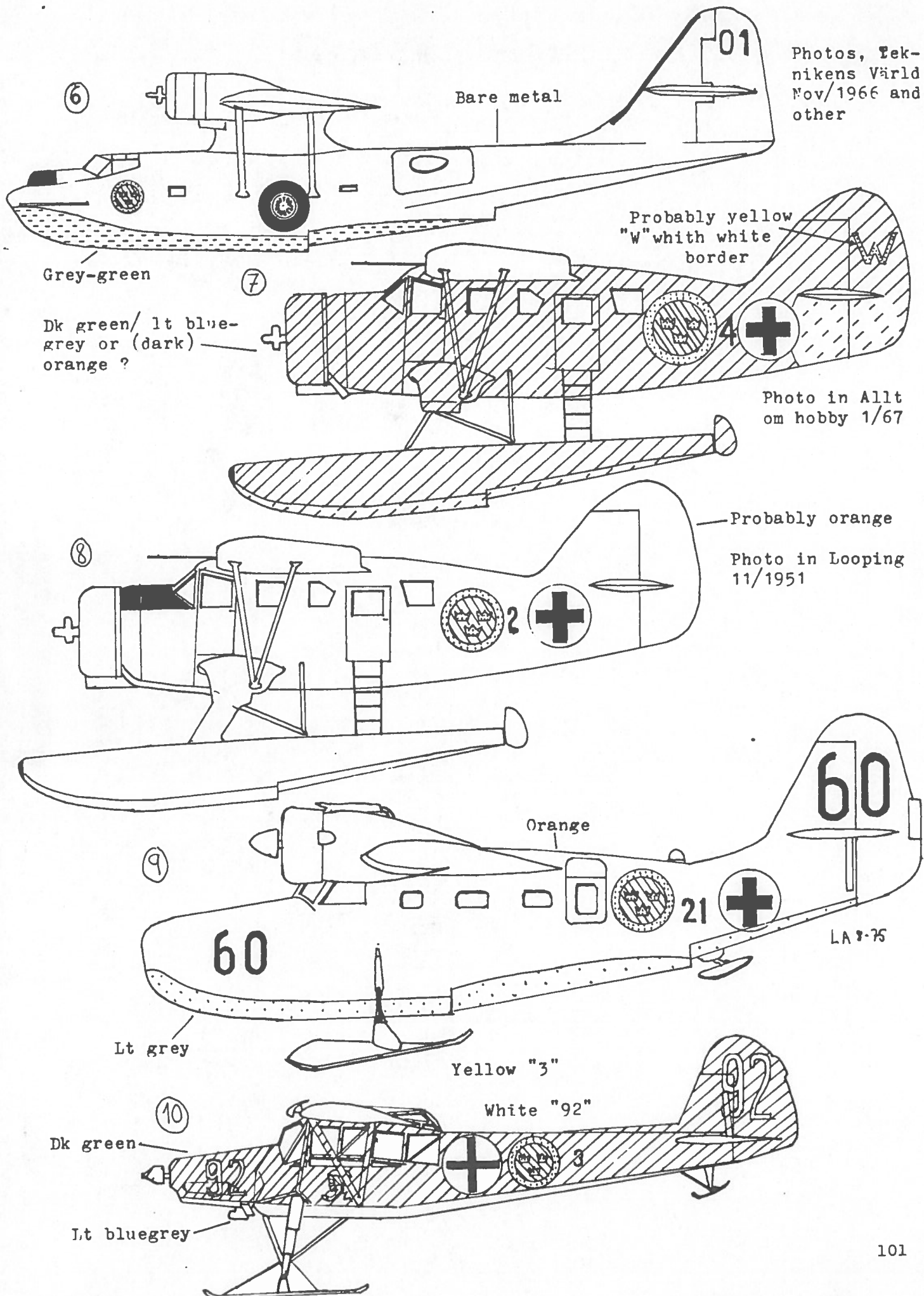
Same aircraft after 1937
Photo in Teknikens Värld



Photo, Flygvännen-Nytt 5/1971

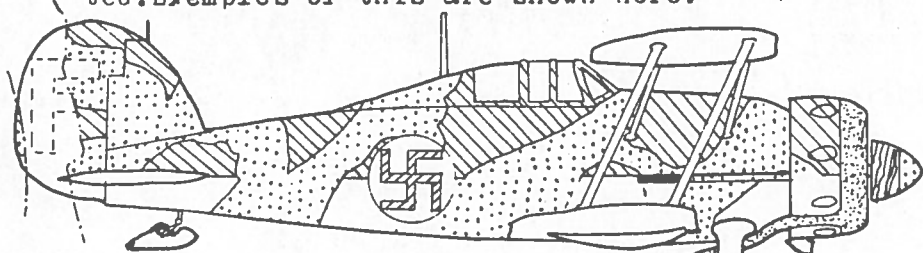


"90" looks like white but ought to be yellow (?)

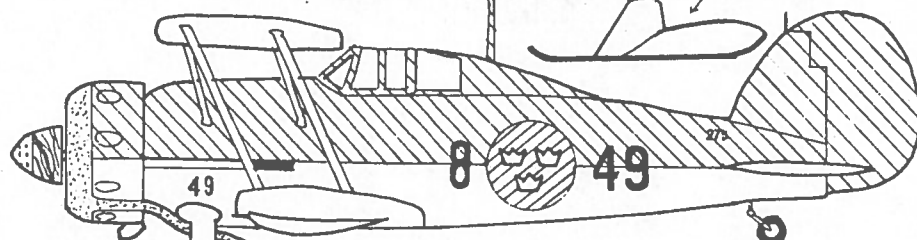


J8 special ferry markings

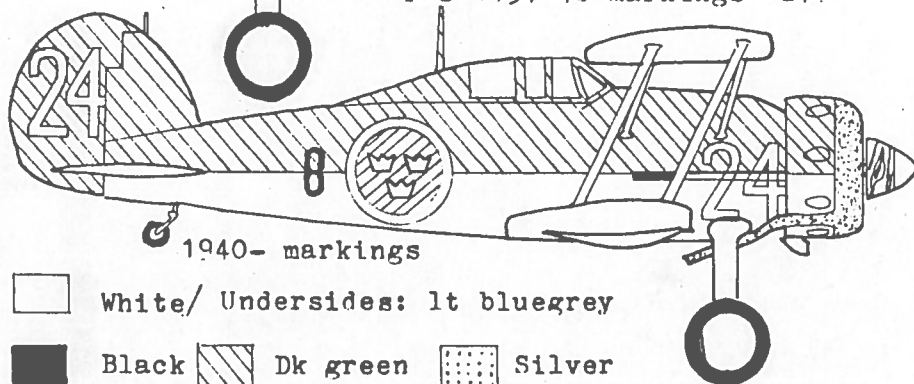
Twelve J 8As (Gladiator Mk. II) of the Swedish volunteer wing F 19 were participating (together with five B 4/Harts) in the Finnish Winter War. When these aircraft were flown back to Sweden, the Finnish insignia were overpainted. Examples of this are shown here.



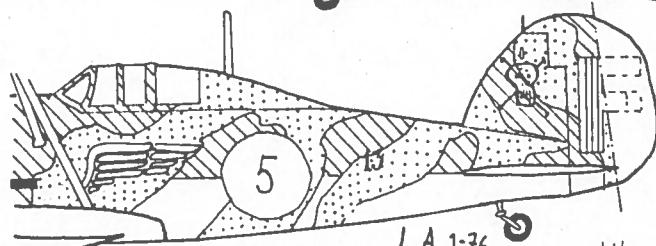
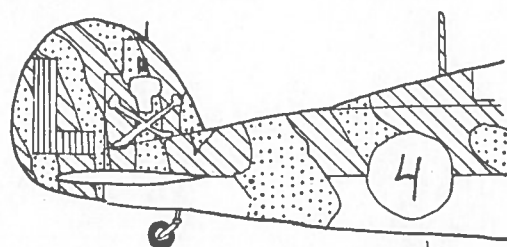
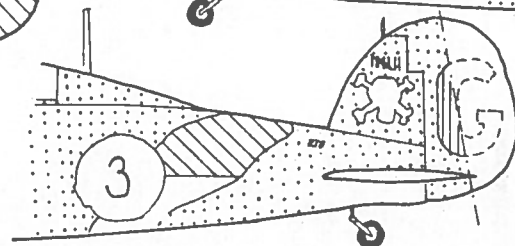
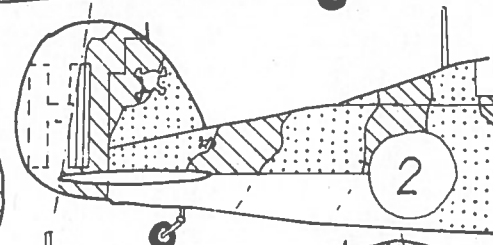
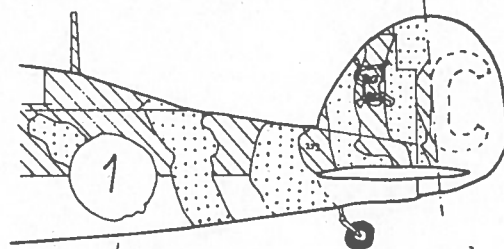
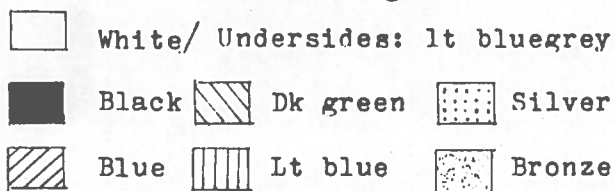
F 19 Jan - March 1940



F 8 1937-40 markings 279



1940- markings



LA 1-76

Sources: Photos Allt om Hobby 1/1974

Flyghistoriskt Månadsblad

1-2/1974



1



2



3



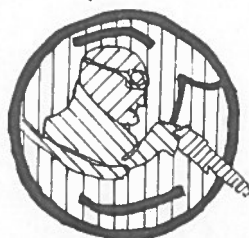
4



5



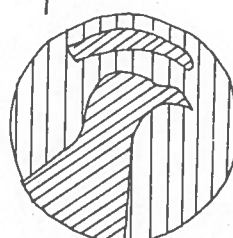
C 275



H 278



G 279



L 276



F 284